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THE MARINE REVIEW

VOL. 52 NEW YORK JANUARY, 1921 CLEVELAND No. 1

A Good Way To Spend the Winter

Marine Men Have Real Opportunity to Use Next Few Months to Profit and Advantage

THOSE sections of the merchant marine act which meet with the approval of the executive department of the American government are slowly being put into effect. Those portions, such as the command to notify foreign nations of proposed treaty changes, which have equal legal force but are distasteful to the executive, are destined to remain a mere grouping of words until the new administration assumes control.

When the act became the law of the land on June 5, it called for the selection of a new shipping board of seven members to replace the old board of five commissioners. On Dec. 1, the seven new members took office, that is, practically six months after they should have been appointed. Zealous advocates of governmental control of most of our major industries, may be able to prove how a business can profit from a half year without a board of directors but the average person lacks this facile habit of ignoring such fundamental conditions.

Hope for the ultimate disposal by the government of its merchant fleet, continues to rest largely on the promises of the future instead of the actualities of the present. The new board, several of whose members as usual have been chosen for political reasons, is quite likely to prove but an incident in the story of the government's shipbuilding and shipping venture. The senate is quite certain to deliberate the qualifications of the members for sufficient time to allow a new slate to be made up by the incoming President.

Living a Year on Hope

For that reason, the private American marine executive faces the winter, buoyed by hope for better times to come. Just a year ago, hope also furnished about the only nourishment. At that time, the future was brightened by the prospects for congressional action along sound lines. The Jones law fulfilled that promise but the delays in its passage and later in its execution have wasted a year of precious opportunity. Now the pleasing anticipation is for a correction by the new President of the condition which has made the efforts of the shipping board ineffective, the corrective attempts of its few able members abortive.

But the present instead of being a period for apathetic admission of inability to accomplish good for several months, is rather the time for constructive effort. The year 1921 may bring out visible signs of the permanent upbuilding of the American merchant marine but only after efficient labor on the unseen but all-important substructure.

Aid in Public Search for Knowledge

The permanent foundation for a successful commercial fleet is the development of a widespread public knowledge of its need and importance. Immense strides in this direction have been made in the past few years. The war brought home to each of the country's 110,000,000 inhabitants the place in a nation's affairs held by a fleet of oceangoing vessels. The ordinary citizen learned from the disappearance of imported products he had always taken for granted without thought of the agencies which brought them to this country. He learned also through the shutting off of profits by the curtailment of exports. The manufacturer, concentrated in the effort to build up his domestic market, has learned of the possibilities for profitable export trade, a balance wheel against periods of decreased buying at home.

The legislator, unwilling a few years ago, to give study to an industry of relatively small voting strength, must now do so. The successful solution of the government's $3,800,000,000 ship problem is too important to be sidetracked.

The marine man has today the opportunity to capitalize this interest. Give the public intelligent guidance on marine problems. Foster the general interest in shipping, which although broadly uninformed, is anxious to learn. On the all-important problem of selling ships, develop a plan and spread it broadcast To secure intelligent aid, the marine industry must aid itself.

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Ship Problem Needs Your Help

EVERY marine executive faces today the readjustment problems of the heads of all industrial enterprises. But an additional problem which outranks all others in importance, is the exclusive heritage of the marine man. That problem is the disposal of the government's ships. As long as this huge block of ships is owned by the government and operated under the benumbing influences inseparable from such control, the permanent determination of America's future in ocean shipping is postponed.

The testimony offered before the special congressional committee, now proceeding on its investigating way, has clarified in everyone's mind the need for decisive action in aiding the government to retire from the shipping business. The incoming national administration offers a strong likelihood of assisting intelligent efforts to retire the government from this field of private industry. But sound advice is the first step.

As one course, MARINE REVIEW last month offered the suggestion reprinted below. The suggestion calls for the sale of a fixed number of ships every month. Deflated values would be met at first but $2,000,000,000 has already been written off the book value of the federal fleet without any real progress being shown in liquidating the $3,800,000,000 ship expenditure.

Marine men must have definite knowledge of what is going to take place, if they are to lay out intelligent plans for their own firms. They have the responsibility of assisting in formulating the government's plan.

Their congressmen must be aided in reaching a wise solution by being offered the information which so many legislators lack. The shipping board must be placed in possession of the best judgment of the marine industry. As the one means of correcting an intolerable situation, MARINE REVIEW urges all its readers to begin at once to assist the public in deciding wisely what steps are needed. Write or interview your congressmen, inform the shipping board of your solution of its problems. Tell your friends and associates as a necessary step to building up a balanced public judgment. On the facing page are several evidences of the reaction aroused by the suggestion made by MARINE REVIEW. Read the following plan and then write us of your opinion of its value.

Sell Ships on a Fixed Schedule

THE choking and repressive influence of federal interference in the field of business is again being revealed to the American public. The recollection of the disastrous experiment with railroad operation is sufficient to warn the average citizen what to expect.

This time the disclosures concern the marine industry and the part played by the shipping board in the shipping field. The means for arousing general interest are the hearings just opened before a special committee of the house of representatives. The report for guiding the direction of inquiry is an unusually complete survey of the board's activities.

Snap decisions are dangerous before both sides are heard, but in the case of governmental efforts to build and operate ships, little that is new can be told by either side. Specific instances of mismanagement, extravagance and paralyzing inefficiency arouse renewed condemnation but the system which they typify has always been understood. Rebuttal arguments reciting how plans and measures are being prepared to correct such conditions excite renewed interest, but convince nobody.

Solving Three Billion Dollar Puzzle in Three Words

Correction and remedy for the present condition under which the shipping board controls more than 7 seagoing merchant vessels out of every 12 in the American marine, lies not in the rephrasing of this agreement and the extension of that department; the solution is found in the 3-word slogan "sell the ships." Every chairman of the shipping board, since thought was directed to the permanent policy for handling the war-born fleet, has announced publicly his conviction of the need for private ownership. The measures adopted to translate that conviction into action have accomplished little. Sales plans have been announced and then withdrawn in favor of others. Prices were set even above commercial limits and then brought haltingly down grade—following but never overtaking or passing the falling market.

The slogan "sell the ships" is offered as the solution with full appreciation of the barriers that must be hurdled. For one thing, the job cannot be disposed of over night. Liquidating a $3,000,000,000 investment on a falling market is work of the most critical nature, particularly when the fundamental principle of making the ships supply the nucleus for a permanent American merchant marine must always be kept in sight. But this same principle demands that the ships be sold and as quickly as possible.

A merchant under the necessity for liquidating his stocks does so by starting to sell—at the market if possible, but under the market if necessary. The essence of selling is to sell, a truism which the shipping board should carry into force. In the case of the board, this has in addition the practical command of the Jones act to withdraw from the commercial field.

Making Ship Sales on Regular Schedule

This suggestion is offered to Admiral Benson, chairman of the board. Sell at least 25 ships a month. Sell them on a fixed day each month and sell them at the prices offered. Sell them as ships and not as scrap metal—bonds guaranteeing the performance of the sales agreement could insure this.

Even this rate of sale would require five to six years to sell all the ships and in that period an upward market can be depended upon to bring better prices than the original sales. Those years would witness the development of a greater buying power for ships as the experience, financial strength and soundness of more and more marine firms is developed. This condition of a stronger buying power will result more quickly if a minimum schedule of ships are sold regularly and surely.

The months before the new administration are not necessarily a period for marking time. The ships must be sold. Why not start now?

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Claim Harding Favors Ship Sale Plan

STRONG Republican influences are at work to cause the adoption of a policy which will retire the government from shipowning. It is known that some of the closest advisers to President-elect Harding have recommended that the shipping board be instructed to embrace the plan of auctioning off a specified number of steel ships every month to the highest bidders and further to give assurance to the shipowners that this program will be carried out until the shipping board has absolutely retired from the shipowning sphere.

The number of ships to be auctioned off has tentatively been fixed at 25 a month, but other advisers, chiefly those interested in the Great Lakes shipping companies and subsidiaries, have urged that the shipping board offer 50 every month for the price which they will bring under the hammer. Under the provisions of the merchant marine act of 1920, it is pointed out, this step is authorized by law, provided the steamers are duly advertised and offered at competitive sales.

Inquiry among American shipowners has revealed the fact that they are generally in accord with this plan, provided assurance is given that the government will absolutely retire from the sphere of the shipowner. If 50 steamers were put up for auction monthly this would enable the United States to dispose of all of its ocean-going vessels within the space of three years.

The executive committee of the American Steamship Owners' association is considering what recommendations to make to the incoming administration as regards shipping. The bare boat charter plan, to which the association is committed, has been discussed, and it is anticipated that this will be pressed. However, there is reason to believe that the shipowners would respond favorably to the auction plan.

Steamship owners state that there is no doubt but that the adoption of the bare boat charter plan would cause the tying up of a considerable number of ships for a long period. However, they assert now that on many routes shipping board vessels allocated to private operators are losing money, while privately owned tonnage is making a little money. However, if rates drop further and the shipping board continues to assign its tonnage to these unprofitable trades, it is merely a question of time, in their judgment, until this depressing factor brings all American ships on the red side of the ledger.—*The Journal of Commerce.*

Urges Campaign of Education

LATE investigations have shown that enormous amounts of money have been spent by the shipping board for all kinds of purposes. In comparison it would seem a small matter to spend some money in campaigning the Middle West with a view of making the farmers understand more of the fundamental ideas of keeping up this merchant marine, and explain to them the relative safety and comparatively high interest derived from marine securities. When we get far enough to make the population of the Middle West invest freely in marine securities, we shall make them interested in also benefitting the American merchant marine by supporting constructive shipping legislation or at least by not opposing any reasonable measures brought up by the communities at the seaboard.

(Signed) F. C. THOMSEN,
President,
Equity Steamship Co.,
New York.

J. W. Powell Calls for Fixed U. S. Policy

WITH reference to the disposition of the merchant vessels now owned by the United States government, there are scarcely two minds among shipbuilders, operators or other practical people as to the necessity for the sale by the government of its enormous fleet to private operators and that it should get out of the shipping business as quickly as possible. The method of accompliishing this result, however, is not so easy of agreement.

It has seemed to me from the first that before it is possible to say what is a fair price for this fleet, the conditions under which it is to operate must be known. The first step to achieve this result was the passage of the merchant marine act. The second step should have been the notification of the abrogation of our commercial treaties, which, unfortunately, was not taken and which is essential to the solution of this problem. The third step which can only follow the second, is the definite outlining by the shipping board, the postoffice department and the interstate commerce commission of the details of the operation of the merchant marine act. Congress should further specify its policy as to discriminating duties and tonnage tax when the commercial treaties shall have been revised or annulled.

When this has been done and not until then, will it be possible to set a value on the government's fleet. To sell them today either at $50 per ton or $200 per ton is merely to invite the purchaser into a stupendous gamble. The government can make the value of its ships what it pleases by setting the conditions under which they are to operate and until this is done and until prospective purchasers are advised of a definite policy to be continued for at least the next administration, there can be no stable and satisfactory market in which to sell ships.

(Signed) J. W. POWELL,
Vice President,
Bethlehem Shipbuilding Corp.,
Bethlehem, Pa.

Sales Plan a Happy Solution

THE suggestion for the sale of the shipping board's vessels, which is contained in your editorial, seems to be a happy solution of this problem.

(Signed) EUGENE E. O'DONNELL,
Manager, Marine Department,
C. H. Sprague & Son,
Boston, Mass.

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Tell of Ship Board Blunders

WITNESSES DISCLOSE STORIES OF INEFFICIENCY

Congressional Investigating Committee Hears of Amateur Handling of Government's Great Fleet

AS THOUGH the evidences of wastefulness and the proofs of federal inefficiency and losses were not sufficient to prove conclusively the grave mistake the government has made in permitting the United States shipping board to engage in the business of shipbuilding and operation after the emergency of war is more than two years past, the board is now planning to go before congress and ask for a "deficiency" appropriation of some $100,000,000 to enable it to continue in this business. Expenditures for the present fiscal year ending June 30, 1921, are expected to total $325,000,000, whereas revenues will total not more than $225,000,000.

Of the $150,000,000, which is estimated will be needed during the next fiscal year, the year ending June 3, 1922, about $85,000,000 will be used for construction purposes. About $50,000,000 will be sought as a fund in connection with the operation of ships. At the end of the present fiscal year, all revenues of the shipping board from operations must be turned into the treasury department under the merchant marine act of 1920, and cannot be used by the board. In view of the evidence which has already been offered before the so-called Walsh committee, which has been investigating shipping board operations, these funds must be scrutinized closely before any appropriations are made. It has been charged before this committee by Martin J. Gillen, former assistant to John Barton Payne when he was chairman of the shipping board, and who recently refused a place on the board offered by President Wilson, that the shipping board and the Emergency Fleet corporation have spent $900,000,000 in the construction and operation of merchant ships without being able to produce the supporting data to show how and for what purpose this vast fortune was paid out.

Comptroller of the United States Treasury R. L. Warick has refused to pass vouchers for this sum, Gillen said, explaining that the inability to account for hundreds of millions of dollars may be attributed to a "complete breakdown" of the shipping board's system of accounts during the emergency period.

What Witnesses Tell House Committee

INVESTIGATION of the shipping board, now being made by a special congressional committee headed by Representative Walsh, has uncovered evidence of appalling abuse of public funds. The first hearing, held at New York, brought testimony from numerous witnesses who disclosed instances of lack of judgment in handling the executive problems of the board, and of lack of honesty among many minor employes in handling supplies.

The committee is guiding its inquiry largely along the lines indicated in the voluminous Fisher-Richardson report, which was published practically in full in the December, 1920, issue of MARINE REVIEW,

Of the various witnesses, Martin J. Gillen, former assistant to Chairman Payne, and named at one time by President Wilson as a member of the shipping board, presented the most striking indictment of the way executive problems were handled. The principal points of his testimony and of that presented by other witnesses follows. On page 8, Mr. Gillen's testimony, on account of its importance, is presented more fully.

Mr. Gillen testified that:

Although there was $240,000,000 in securities on deposit at the Girard Trust Co. at Philadelphia for the account of the Emergency Fleet corporation, the comptroller had no record of this.

The shipping board and the Emergency Fleet corporation have spent $3,800,000,000, of which sum they cannot account for $900,000,000.

The Stray group of Norwegian shipowners "did the United States" for $23,000,000 in the settlement of their claims for 27 requisitioned vessels.

The shipping board's fleet and its interests in various shipbuilding properties, the creation of which cost more than $3,500,000,000, has already an amortization of more than $2,000,000,000.

An Expensive Gamble

Perhaps the most sensational charge made was that the Stray group of Norwegian shipowners had "gambled in" ship contracts and, in getting a settlement of $34,500,000 for contracts and ships requisitioned, had "put it over on the United States to the tune of $23,000,000." The Norwegians, he stated, had presented a claim for $42,000,000. The government was represented by Commissioner Raymond B. Stevens and Robert A. Dean of the board's legal department.

In fixing the rental for privately owned requisitioned American steamers, the shipping board allowed 57 per cent profit on the base initial investment and yet made a net profit of $4,000,000 in the movement of freight.

Up to Oct. 1, 1919, there had been more than 8000 voyages of shipping board vessels, but only eight accounts had been audited. At one time, one shipping firm alone had $25,000,000 of the board's money in its possession.

"Horse trading" methods were employed by the shipping board in the settlement of claims involving millions of dollars.

Gillen said that they had followed the practice in settling these claims of "horse trading"—or, trading without seeing the other fellow's horse. He said that they had paid for the contracts, rather than for the ships as they stood on the ways, causing this excessive overpayment. The $23,000,000, he said, represented the difference in the amount paid by the board to the owners of the 27 uncompleted ships above their actual payment on the ships. One of the Norwegian contract holders, a Mr. Henson, who had paid only $600,000 on a ship, was allowed $2,000,000 by the board, he asserted. Another, Robert Neilson, who had paid $40,000 on account of construction, was awarded the sum of $395,000. Gillen said that he thought

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Mr. Stevens and Mr. Dean were "absolutely honest," but that neither had an understanding of accounting necessary to deal intelligently with the claims, the experience in handling matters of this magnitude, or the desired "resistance" of a negotiator. The settlement was made without authority, he said, and without consulting records of yards where the ships were built.

Gillen cited instances of settlements for requisitioned ships where large sums were saved by following the principles laid down in the "Cotton contract." In settling for the so-called French group, 29 vessels in all, the former owners from whom they had been requisitioned demanded $7,677,179. But the shipping board, adhering to the Cotton contract, paid only $3,000,000. Again in the Italian group, said Gillen, a claim for a total of $3,300,000 was advanced for two ships taken over by the shipping board. The board paid only $700,000. In settling the claim for the second Norwegian group, including 15 ships, $14,000,000 was claimed, but only $2,000,000 paid.

In the settlement of the claim of the Mitsui Co., a Japanese firm, for ships commandeered at the yards of the Skinner & Eddy Co., on the Pacific coast, the government also paid profiteer prices, Gillen said. Because the Mitsui Co. had contracted at a price of $285 per deadweight ton, it was permitted by the terms of the settlement to pass that price along to the shipping board.

He also spoke of a contract for a ship built by the Union Iron Works, the original price of which was $1,035,000. The first owner, the Jedson Shipbuilding Co., had paid $672,000 on account. The shipping board paid $2,045,000 in settlement and $315,000 more to the Union Iron Works to finish the vessel.

No One Knew Where Money Went

Gillen said when he entered into service for the shipping board at the time Judge Payne became chairman, that although more than $2,500,000,000 had been spent it was impossible to strike a balance because there was no record of the funds derived from operations, millions had been paid over to shipbuilders without supporting data and there was not even a record showing the amount of money on hand. Comptroller Tweedale of the shipping board, set about to remedy this situation, Gillen testified. He charged that although there was a law on the books, passed July 1, 1918, requiring the treasurer to make an audit and submit a monthly report, this had not been done.

He stated that although prior to July 1, 1919, not a single report had been made during the whole year, Mr. Tweedale on Nov. 1, 1920, had filed vouchers for audit of $2,700,000,000. Of this amount, Mr. Warwick had refused to pass $1,500,000,000 because he said that there was not sufficient supporting data, but since that time data had been dug up for $600,000,000, leaving $900,000,000 as yet unaccounted for. The sum of $1,100,000,000 is yet to come up, as reports for the last four months are yet to be submitted.

Need Experienced Executives

The reason for the "complete breakdown" of the accounting system, Gillen said, was that the same care was not exercised in the appointment of experienced men in charge of these departments as had been taken when H. H. Raymond and P. A. S. Franklin had been appointed to operate the ships and C. M. Schwab had been placed at the head of the shipbuilding program. He said that the men appointed had not the necessary experience and were in no way qualified to tackle such a tremendous task.

"I have stated to the President and to the new President, Mr. Harding, with whom I have had a lengthy conference since his nomination, that the President should select men of known administrative ability to handle these big administrative jobs. Too many politicians get the big administrative jobs instead of the men who are properly qualified to fill these positions. However, the senate has just as much responsibility as the President in seeing that these positions are properly filled. Instead of passing upon a man's character, the senate committee, which are called upon to confirm the men nominated by the President, should say, 'What are your qualifications?' Until the day comes when the senate shares with the President the responsibility of seeing that men of proper qualifications are selected for these big administrative jobs, there is little hope of us effecting economies, wiping out the huge losses in government, or running the departments which require good business methods."

The new accounting system, now in effect, said Gillen, enables the board to make weekly statements showing the financial obligation to the board of its 176 operators. Steps to bring this about, following examination of bank accounts, included putting to work a force of 900 men, he said.

Gillen also testified that while the shipping board was losing $3,000,000 a month last spring because its freighters, unable to obtain fuel oil, were idle, the board allocated several of its own tank steamers at rentals that were far below the open market rate to private companies which did not have contracts to supply oil to relieve the shortage. Other points in his testimony were as follows:

The army on Sept. 1 owed the shipping board $208,243,795, but had paid only $30,000,000.

Without what Gillen claimed was "proper authority," Commissioner Raymond B. Stevens reduced the bill rendered the food administration for freight charges from $13,500,000 to $9,000,000.

The American Shipbuilding Co., Cleveland, voluntarily offered to change a cost plus contract for shipbuilding to a lump sum figure, with a saving of $25,000,000 to the Emergency Fleet corporation.

Commissioner Raymond B. Stevens, though a member of the board, was charged with having absented himself from Washington from Aug. 1 to Jan. 1, 1919.

Gillen laid stress upon which he declared was the inefficient handling of the government owned tankers. He said that, while 40 per cent of the shipping board operators last spring were paying from $4 to $6 a barrel for fuel oil in the open market, the government chartered out to private companies which had no contracts to supply bunker oil requirements for the government's uses, oil tankers which might have been assigned to the job of relieving the shortage. During this time, he added, 60 per cent of the oil was being carried in tankers furnished by the shipping board, this oil bringing $2.07 a barrel. Although the market rate for tank steamers was from $15 to $22 a deadweight ton, the shipping board was time chartering its ships to private operators at $6.50 a deadweight ton per month.

Through the creation of a "small liquidating corporation" Gillen stated he would solve the problem now confronting the shipping board.

Take Sales From Board

"The first big thing to do is to remove the jurisdiction of the shipping board over the balance of shipbuilding construction, the disposal of all surplus supplies and sales, the balance of the settlement of claims and other matters of this nature. I would have congress create a small liquidating corporation, composed of five outstanding business men, to do the 'clean up' job. Thus you will enable the new shipping board to perform the function of handling the big going job."

Bernard Van Renselaer, a lawyer from Rio de Janeiro, followed Gillen on the stand and testified that a "ring" had been formed at the Bra-

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zilian port for the purpose of defrauding the shipping board by excessive charges for repairs, supplies and other services. He declared that an investigation showed that the shipping board paid from six to seven times the cost of work. One master was given $7500 by a ship repair man, but "because he was too wise a bird to get caught" had the repair man state that the money was received for "services rendered." He said that the "red ink" masters and chief engineers were the ones who generally practiced the grafting. The members of the ring were so anxious to rope in shipping board vessels that they met the ships with launches, he said.

Paul H. MacNeil, former plant engineer for the Emergency Fleet corporation at Savannah, Ga., testified that:

Complete equipment for four ocean-going ships, valued at about $1,500,000, had been left exposed to the weather for several months in the yards of the Terry Shipbuilding Corp., no effort being made to cover it, although there were abundant supplies of lumber nearby.

More than $100,000 from funds appropriated by the Emergency Fleet corporation for the construction of ships at the Terry plant was diverted and loaned, he alleged, to a subsidiary, the Savannah Dry Dock & Repair Co., "then insolvent."

After the National Shipbuilding Co.'s plant had been closed down, Mr. MacNeil sought to stop the future delivery of woodworking machines, valued at $25,000, which had not been shipped, but was told by officials "higher up" to keep his hands off the matter.

Repair Job Irregularities

William E. Morton, former agent of the bureau of investigation of the shipping board, gave testimony concerning some ship repair plants at Norfolk, Va., in 1919, naming the Union Iron Works, Norfolk, as a company which was doing repair work for the board. This company, he alleged, had a force of but 52 persons in its employ, including stenographers. He asserted that there were instances where their accounts showed "58 men on a job." He added that the entire force was "probably paid overtime," and he asserted that he knew of instances where crews would be sent out to work on ships at anchor and time allowed for every hour they were away.

He testified that he investigated this plant for a short time between 1919 and 1920, but was withdrawn and transferred across the continent when he made an unfavorable report.

"The entire mechanical equipment of the Union Iron Works could have been carried away in a small motor truck," said Mr. Morton, "but it managed to obtain enough contracts from the shipping board to keep an enormous plant a short distance away working full time on the work as a subcontractor."

Stewart Dickson, president of Stewart Dickson & Co., Inc., claimed that the shipping board had caused a loss of $1,400,000 to be incurred by placing a contract of a year's supply of asbestos last February at prices fully 50 per cent higher than they should have been. He said there were five bidders for the contract, four of which bids were practically the same. The four averaged about $1.60 a pound. His bid was $1.20.

Ships Allocated to Favorites

Edgar F. Luckenbach, president of the Luckenbach Steamship Co., repeated stories of what he termed his "mistreatment" by the shipping board. He declared that he had been forced to pay an "overcharge" of $3,400,000 when he repurchased from the board ships, originally contracted for by him and subsequently requisitioned by the government, because the Emergency Fleet corporation tore up lump sum contracts which he had made with shipbuilders and replaced them with "cost plus contracts."

He said the Luckenbach Steamship Co. was "driven out" of the Australian business because the shipping board allocated 17 vessels to the United States & Australasia Steamship Co.—a company which "did not own a single American ship and which merely owned an interest in a foreign steamer."

Mr. Luckenbach asserted that in spite of the fact that his company had purchased more tonnage from the shipping board than any other American company—$22,000,000 worth—requests for the allocation of government-owned vessel were repeatedly turned down, while other companies were favored with all the tonnage they requested. He declared that virtually all of the "older, experienced" steamship companies had been discriminated against by the shipping board's allocation department and that "those who previously had fought every effort to develop and establish an American merchant marine" stood highest in the favor of the board.

It is now costing the government $24,000 a day more to feed the 60,000 men on shipping board vessels under the existing system of purchase of supplies than it did during the war before its ships were allocated, R. H. Gregory, port steward in the north Atlantic district testified. He said that during the war all supplies were purchased direct by the board. Now each operator purchases the supplies and "the bills are paid by the government."

Mr. Gregory estimated that the basic rate per man per day is now about $1.25. During the war when the board was operating all its ships, the estimated basic rate was 83 cents. In New York, he added, there are 80 purchasing agents for as many operators of shipping board vessels. They are bidding against each other for ship supplies and the government eventually pays the bill.

Peter J. Sullivan, one of the former special agents of the treasury department, who after about "a month on the job" was transferred to the desert hills of Nogales, Ariz., told of a shipping board purchasing agent at New York who while on the government payroll continued to draw his salary from his former employer.

Martin D. Jewell, another former treasury department agent, said he had discovered overcharges in purchases of condensed milk in which a shipping board employe had received a commission of $242. The board paid $10,825 for this purchase, including an overcharge of $2450, Jewell said.

Charles F. Hanes, an assistant examiner for the Emergency Fleet corporation in New York, declared that the shipping board is paying to companies in American ports $60,000,000 to $70,000,000 annually for repairs without providing proper supervision of this work. At the port of New York, he said, repair bills aggregated $2,500,000 a month. The supervisory force, in 50 per cent of the repair cases, he asserted, was not furnished with requisitions until the work had been completed and the ship had sailed.

Tells of Overcharges

Instances of overcharges and other irregularities were cited by the witness whose observations had been made at New York, Baltimore and Norfolk. He alleged that a bill made out by the Burton Machine Works, Norfolk, Va., for repairs on the Lake Ontario, contained a charge of $47.90 for replacing a hinge, whereas the hinge, according to Hanes, could have been bought for 50 cents. He told of instances where workmen were crowded aboard vessels to make repairs in places which would accommodate only one or two men at a time.

Mr. Hanes alleged that a director as well as the president of the Union Iron Works, Norfolk, Va., had admitted presenting five shares of stock, worth $100 each, to Lester George, a shipping board inspector at Norfolk, in recognition of his past services.

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A $92 watch was also presented to him at Christmas, while $50 and $25 were paid respectively to the resident auditor and checkers.

Hanes asserted that under an old agreement, ship repairmen were allowed 80 cents an hour for mechanics, whereas the government now is paying at the rate of $1.37½ an hour. This rate applied to practically all repair yards in the port of New York.

As to general repairs, the witness said it was the prevailing system on the Atlantic coast for shipyards to submit to the board their rates for both labor and materials. The yards which complied with this rule, according to the witness said he knew of none. In some cases, he said, the chandleries had made refunds on overcharges. He named W. P. Wilkins & Co., Norfolk, Va., who returned $5000 on an $11,000 order for meat.

Robert R. Laggren, director of the supply and sales division of the shipping board for the eastern district, testified that H. H. Weaver, formerly general manager of the Cambria Steel Co., was retained in an advisory capacity to the construction and claims department of the shipping board after he became connected with Bardee & Co., Philadelphia, dealers in scrap materials, who bid $4,000,000 on scrap signed. This document told of an agreement under which a commission of $40,000 to be paid by Wallace Downey was to be "divided among us in the following manner: Twenty-five thousand dollars to be paid in one lot, and equally divided in the sum of $6250 for each of the four of us—Sisler, Bolling, Cranor and myself." Sands testified that the statements contained in the affidavit were true, and explained that he had not signed the document on the advice of his attorney. This document was not read into the records, but extracts were read to the witness. Sands' testimony was similar to that of B. F. Fuller, a

Shipbuilder Saves U. S. $25,000,000 on New Contract

AN ILLUSTRATION of how proper cost plus would work out is shown in the case of the American Shipbuilding Co., Cleveland owned by the Rockefeller interests. In other words, I have been informed, it is owned principally by John D. Rockefeller and his associates. That was stated to me in Washington by the men who are interested.

Upon the request of the owners of that institution, a resolution was passed by their board to the effect that their corporation would not be permitted to make over 10 per cent profit on war work. On Oct. 1, 1919, when I arrived in Washington, Judge Payne turned over to me that case for settlement. Under the cost plus contracts which it had, the American Shipbuilding Co. was entitled to $157,000,000. The company requested that its contracts be changed to lump sum and it offered to return to the government approximately $7,000,000 for all excess railway charges, $8,000,000 for excess wage increases paid under the Macy award; $7,000,000 for amortization of plants; and $3,000,000 for depreciation—all of which they were entitled to under the contract made by them with the United States government—a total of $25,000,000. (The difference in the amounts is due to my not having the records before me.) It was the most unusual position taken by any contractor with a legal binding contract on the government. A new contract for a lump sum, retroactive in its nature, was entered into with the company after it had made a deduction of $25,000,000. It will be noted in this settlement that the company did not ask for any profit on wage increases, nor on railway transportation, and in addition to this, they gave up all of the increased wages that they had paid, and all of the increased railway transportation, together with amortization and depreciation.

"In my judgment, had proper cost plus contracts been drafted, many of the other large contracts would have been materially cut, and this applies not only to the shipping board, but to the other departments of the government as well. The percentage of saving would have decreased as the contracts decreased in amount."—*Testimony of Martin Gillen.*

him, were placed on a preferential list. It was the custom for ships approaching port to furnish a list of repairs needed, on which were based requisitions enabling the ships' masters to have the work done while in port. While the supervisory force is adequate and willing to inspect this repair work, Hanes said, it could not do so intelligently, because in half the cases the requisition papers did not reach them until the ships had sailed.

Hanes testified of the custom of ship's officers accepting money and gifts from supply concerns. He alleged that the port steward at Sparrows Point, Md., was set up by a shipping concern in an office and, according to Hanes, bought supplies billed to him at an increase of 50 per cent over what they would have cost in the open market. Asked about refunds,

steel and later raised that bid to $10,000,000.

E. Wilmer Bolling, brother-in-law of President Wilson, and treasurer of the shipping board; Lester Sisler, ex-secretary of the shipping board, and John Cranor, a representative of the Downey Shipbuilding Corp., were named as recipients of part of a $40,000 gratuity alleged to have been paid by Wallace Downey for their influence in aiding the corporation to procure contracts from the shipping board. The names of Bolling, Sisler and Cranor were introduced through the testimony of Tuker K. Sands, former cashier of the Commercial National bank, Washington, D. C.

When Sands was called to the stand he was asked to identify a photostat copy of an affidavit prepared for his signature, but which he had never

food salesman, who said that he was a witness to some of the personal negotiations between Bolling and Sands. John T. Meehan, deputy chief of the division of investigation of the shipping board, was called to the stand to explain why he never made a thorough investigation into the charges against Bolling. Meehan said he thought the charges were an attempt at blackmail and, therefore, deserving of no further attention.

Wallace Downey thereupon issued to the press a statement explaining why he had given Sands notes for $40,000 and had actually paid him $25,000 on account. He said this fee was intended for Mr. Sands in connection with making a financial report on the Providence Engineering Corp., in which Mr. Downey was interested,

(*Concluded on Page 12*)

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Asks Business Men to Sell Fleet

Martin Gillen, Former High Official of Shipping Board, Suggests Method of Hastening Ship Sales

MARTIN J. GILLEN, attorney, served as special assistant to the chairman of the shipping board and the president of the Emergency Fleet corporation, from Oct. 1, 1919, to Aug. 1, 1920. His previous experience had been in corporation reorganization work, with buying commissions of the foreign nations, and with the war industries board. He served as a trustee of the Fleet corporation and was named last summer as a member of the shipping board but did not take the position.

He testified that he accepted the work at the request of John Barton Payne, then chairman, and started out as an analyst to discover methods of improving shipping board and Fleet corporation practices. Principal points of his testimony follow:

APPROPRIATIONS for the shipping board were $3,400,000,000. Of that, about $50,000,000 still is available in one form or another, with some receivable. In addition to that, out of 574 ships operated during war times, at the very high prices for freights then prevailing, the government took in somewhere around $400,000,000. If you add the $400,000,000 to the $3,400,000,000, you have $3,800,000,000; and all that has been expended, except the $50,000,000.

In October, 1919, I discovered that the government did not know at any given time how much it had taken in in cash on those boats operated during and after the war. Nor had it any system by which it could tell the disbursements that had been made by private operators operating those ships for the government. Nor had it any record showing how much cash was in the hands of operators.

Auditing Lags Hopelessly

To illustrate, we discovered that on all the ships operated during the war by the government, with the terrific profit coming to the government—because freight rates were running at one time as high as $300 a ton—that there was created up to Oct. 1, 1919, over 8000 voyage accounts. A voyage account of a ship would be, for instance, from New York City to Liverpool. There were over 8000 of these voyage accounts on Oct. 1, 1919. And only eight of these voyage accounts had been audited. There was no government record set up at Washington or elsewhere, which showed the transactions of these 8000 odd voyages. And we found that there was belonging to the shipping board vast sums of money, cash, that there was no record of in the division of operations, or in the treasury. Excess money in the hands of the operating companies, we found, was somewhere about $120,000,000, and there was no record in Washington on our books of the names of those companies, nor of the amounts, nor was there any system by which they could be obtained. About the first of 1920, a new set of books was established in the offices of the operators, into which only the reflections and transactions of our ships should go, and over which, while kept by the operators, we had absolute control.

Early in December, 1919, Commissioner Scott suggested that we should have a new form of operator's agreement. It was a most involved plan that was worked up. It was one under which no accounting could ever be carried out. The plan became operative in March but the board was unable to get an accounting out of that plan, and in August of this year it adopted a simple form of contract, of 5 per cent on outgoing and 2½ per cent on incoming freight, which is the old established practice of shipping companies. This contract is now in force, and so the accounting will clear up.

When England went to war its citizens were building a great many ships on the ways, and a great many foreigners had accounts there, and the English government took the position that under its sovereign rights it could commandeer anything that it saw fit to commandeer, and it would only have to pay just compensation for what is commandeered and not any consequential damages. So it issued the order that it commandeered the shipbuilding ways, and it put in an order to the effect that all shipbuilders must have removed from their ways at once everything that was being built thereon. At once the foreigners and the British shipping men who were building ships came in and said, "Don't do that, we will settle with you," and a reasonable settlement was almost instantly obtained.

Admiral Capps and Joseph Cotton, attorney, took the same position, but they took one further step; they said, "We will commandeer everything that is on the ways, but we will not commandeer contracts." And it was a very wise thing that they did; it saved the government possibly from $100,000,000 to $150,000,000 in damages. They said, "We will pay to the man who has the contract with the shipyard all the payments that he has made to the shipyard, and we will charge that ourselves to the shipbuilder as one of our progress payments."

In that great set of requisitioning cases, 451, and the requisition program runs into $800,000,000, the construction division made no record of the inventories on hand in those yards, they made no record of the progress payments made to the shipbuilders, and not until some months afterward did they make an estimate of the amount of material that was on hand, and the state of completion. And before that was done, before those records were made at Washington, certain big claims were settled by the shipping board at terrific losses to the government.

Many Accounts Settled

On Oct. 1 we found that condition, and found that certain claims had been settled, with no knowledge on the part of the shipping board or any of its officers as to the records, the true records, and it became necessary to get those records, because we had from 300 to 350 of those cases still to settle. We had large claims from the Norwegians, Japanese and French on ships that we had taken over, and they were demanding very large sums.

We built up the records on which we could move and check the claimant's records when the claimant brought in his record. We then forced the claimant in each case to present to us his claim, analyzed, and when we got that we had our own record which we had examined to find out whether it was correct or not. One of the big claims that was settled by the board in April, 1919, before Judge Payne arrived at Washington, was the Norwegian set of claims on 27 ships that were taken on the ways, known as the Stray group. For those 27 boats taken on the ways, in partial completion, we paid $34,500,000 to the Norwegian owners of those contracts. There had been considerable talk that there was something wrong with that settlement, and Judge Payne put an order in, after I arrived there on Oct.

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1, that no further settlements on requisitioned ships be made until we got our records in shape, and until a principal be established.

We then went back and found that Joseph Cotton had set out the method under which we took over the ships, namely, that we would take over only the things we found on the ways and the material in the yard applicable to it. We tried to find the basis of this settlement which had occurred in April of $34,000,000 for 27 ships, not completed. There was no, and is no evidence today, record evidence, in the files at Washington that I have been able to find, that shows the method under which this computation was arrived at. It was distributed by some kind of an arbitration board in Norway that took all these claims in and settled on them, divided up the money, the $34,500,000. We then applied the Cotton principle to this settlement that we have applied to all the other settlements made under Judge Payne on requisition, and we find that the Norwegians were overpaid $23,095,404.84.

A Specific Example

Take the steamer WILHELM JEBSEN. She was being built at the Union Iron Works, for the account of Wilhelm Jebsen, when the requisition order went into effect. She apparently was 93 per cent complete on Aug. 3, 1917. The contract price for that job, with the Union Iron Works on the one part, and Wilhelm Jebson on the other, was $1,035,000. Jebsen had paid to the Union Iron Works $873,752, that was all the cash that he had advanced under his contract. Jebsen was given $2,045,750. The shipping board, to complete that ship, in addition thereto, paid $315,706.

To give you a better illustration of that settlement, take claim No. 21. Robert Nilson is the name of the owner, the Manitowoc Shipbuilding Co., the builder. The ship was about 13.9 per cent completed when the requisition order was entered into. It was a small boat; the contract price for that boat was $400,000. The Norwegian claimant had paid on account of the contract $40,000; that was his investment. He was paid for the $40,000, $395,000, or almost 1000 per cent. The government paid in addition thereto, to complete that ship, $650,483.

The outstanding fact is this, that those settlements were made contrary to the principles laid down and the procedure laid down, and the record laid down by Mr. Cotton, acting as counsel, and they were made without any knowledge on the part of the Fleet corporation of the facts involved in each one of these shipyards, because it was after Oct. 1, 1919, that we went out and built up our records. I am informed it was arrived at by trading, that the Norwegians requested $42,000,000, and it was worked down to $34,500,000.

The total which the owners had paid the builders was $11,404,595.16. For this, the shipping board paid these owners $34,500,000. In a word, the officials making the settlement reached over and assumed, in that particular case, that they had taken over the contracts. What happened with these contracts in Norway was this: These Norwegians would place these contracts here in America. They would take them over to Norway and gamble on them. We found in many cases that they would pass through at least seven or eight hands, and if, for instance, they had a contract here at $160 a deadweight ton they would sell it to the next man for $170 or $180, and when they got through they would have over there a contract finally in the last man's hands, for $300 a ton. In other words, all of the gambling was done over there, all of the money was over there, and what actually transpired was that for the gambling that took place over in Norway, among the fellows who had their first prices and the last, we paid for all of the gambling that was done on those contracts, approximately $23,000,000.

The board member who had the most to do with the settlement was Commissioner Raymond Stevens. The consul who worked on it was Robert A. Dean. Colonel Abadie reports that on July 31, 1919, there was $508,481,111 of undistributed expenditures in the districts, and $53,196,000 in the home office. That makes a sum total of $562,000,000. He means that the Emergency Fleet corporation would buy steel, lumber, engines, and equipment for the contracts for boats, and this material would be issued, under order of the Emergency Fleet corporation, to the different shipyards of the country. The Fleet corporation would pay for those. Consequently it was necessary to make a charge against the contractor for the delivery of this material. At the time Judge Payne arrived, there was $562,000,000 of those purchases that had never been distributed down through the districts and charged to the contractors. I understand that distribution is well along, but how far I cannot tell you.

In reference to the second set of Norwegian claims, known as the Christiania group, there were 15 ships in this second claim. They set up a claim of $14,157,977, and when we gave them the Cotton rule, which was applied to all American shipbuilders, the award made to them was $2,506,387 as against their claim of $14,157,000. That was the claim with reference to which Commissioner Stevens wrote them that they would receive the same consideration in connection with this claim as in connection with the other. They have not accepted this settlement but the state department has notified them that there is no question of treaty, and that as they are doing business in this country they must abide by the same rule as we apply to American citizens. Secretary Colby has made that ruling. As to the French claims, the exact amount of the claim made by them has never come before us, though they have talked of fifty or sixty millions of dollars. We have, however, gone over it and analyzed it the same as in the other cases, and made an award to them. The analysis sheet is here. The total award was $7,677,179.33, on which we have made a payment on account of $3,000,000. That award was made under the Cotton rule.

In the Italian claims there are two ships. The aggregate claim was about $3,300,000, and the award made by us was approximately $700,000.

Another claim that falls under this same list is the case that is very famous in Washington, known as the Pusey & Jones case. There was presented to Judge Payne on Aug. 28, 1919, shortly after he came there, a prospective settlement of the Pusey & Jones case. It involved 45 contracts on requisition as ships and contracts that were afterwards put in the yards of Pusey & Jones, they having two building yards. Judge Payne held it up and required that an investigation be made of the situation before it should be put through. It was a matter that they had had up back and forth there, and it was practically settled.

Contracts Taken Over

An analysis was made of that situation, and we found that we had purchased from the Cunard Co., who represented the British government, about $94,000,000 worth of contracts, on which they had paid money in this country. In other words, Cunard, representing the British government, had spent about $94,000,000 in this country before we went to war, on certain committments for the British government. Under an arrangement that was made, the British government stepped out of it and we took her place, paying her just what she had invested in these contracts, and took the contracts over.

We found that Christoffer Hannevig had made contracts with the Cunard Co. for a number of these ships that we took over, and we found

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that Cunard had paid him on account of contracts, as progress payments, approximately $3,700,000. In this case the Cunard Co. was the agent for the government and we stood in the shoes of Cunard in that particular case. I think it is the only case on record where we bought contracts and contractural rights, because we were dealing with a government. We set up a charge to Hannevig of $3,700,000 as a payment that had been made to him by Cunard. The award had been made on that particular matter. They have not accepted it, but it is in principle the same as the others.

Seeks General Policy

When Judge Payne took hold of that position down there, he endeavored first to establish a big principle to govern each big transaction, and not to trade individually. Second, he went out to get the records of the corporation in harmony with that big transaction. Third, he went out to chart each big transaction so that when he himself had these matters up before him he would be able to pass on them quickly. In other words, he went out to build up the records of the corporation so that judgment and decision might be made on the records. We afterward paid Hannevig $16.50 net profit per deadweight ton on each ship that he produced. We made an award of just compensation, allowing him amortization, cancellation charges, and profit. I think we allow him a profit on the whole transaction of about $7,100,000, but we say to him, "We charge you against that with having received $3,700,000."

The government has made no profit in operating its ships. We have never made depreciation or interest on our ships, and have absorbed none of the war amortization on our ships. The war operation of the merchant marine, constructed or taken over as the result of war, has not been a profitable operation to the government. There is no other relief at this time, however, and the government must carry on. The ships are here and if not operated they will depreciate much more rapidly. The government paid for its ships about $3,800,000,000. At the present time it has possibly 1300 big steel ships. Now, you must take the value of those ships at the price at which ships will go in order to determine whether or not you can make a profit on those ships. In other words, it is not fair to the government or to any shipping board that operates in the future to hold those ships at $220 a deadweight ton in order to make a test as to whether they can make a profit. You must bring them down somewhere around a proper value, possibly somewhere between $125 and $140 a deadweight ton. Taking charge of these vessels, after the war was terminated, was in the nature of a liquidation proposition. It will continue as such, under the mandate of congress, up to the time the board has disposed of all the material, all the ships we now own, and until the shipping board can function normally, taking care, like the interstate commerce commission, of the peculiar problems that involve a merchant marine.

There is no ready market for ships today. I believe there was a ready market to absorb, last December or January and February of this year, at least 300 or 400 or 500 of the big steamers, cargo boats. I think there was a ready market because the financial condition of this country was then sound, and had we then dropped the price to a proper level—somewhere around $130 or $140 per deadweight ton—something could have been done. In other words, if the government had permitted the shipping board to take that position, that it could sell, and then given a long term in which to pay, the arrangement we afterward worked out, I believe there would have been absorbed by the American market, somewhere between 300 and 600 of those boats.

In December, 1919, the shipping board went up to the commerce committee at the senate, and went up to the merchant marine and fisheries committee of the house, and they held sessions on the matter of selling the boats. All the reflections were given back and forth, and the opinion of congress, as given by the two committees having charge of the shipping board, was to the effect that they should not drop the price of steel boats, passenger boats or the tankers In other words, the shipping board had the power to sell but, under Judge Payne, he made it a point to go to the committees of congress that had charge of the matter so that there might not come any criticism, feeling that congress represented the people. So if there was any error of judgment made, it was made because of inability to take care of this big amortization that is now apparent, not only in shipping, but in all the big underlying securities of America as we see it on the stock market in all the big raw materials, as we see it across the sea and across the country, in cotton and everything else.

The United States government created a great merchant marine. It paid a big terrific profit. It could no more hold its prices up and sell these boats than the little retailer can hold the price of his cotton goods up. In other words, Uncle Sam must bravely and courageously meet the situation and sell these ships at their value for use in private operation. If it is the intention of congress, as set forth in the Jones bill, to meet this situation, it must courageously and bravely do what Mr. Houston, the secretary of the treasury of the United States, is asking everybody else to do; the government must do the same thing. In my judgment, if the shipping board had sold its ships in December, 1919, had induced American investors to buy boats at $185 a ton, and had sold them 600 boats at $185 a ton, they would have broken every shipping company in America that bought at $185 a ton. And they would have destroyed any opportunity of ever having the American people invest in ship securities; because it is a new line of business in this country. Had the ships been sold at that figure, it would have done just what the shipping board did to those who purchased ships from us at $225 and $200 and $185 a ton—they are all in financial trouble now, because the government did not absorb the war amortization, and they have tried to absorb it, with the result that ship securities are today a drug on the market, with even just that little touch in the situation.

In that regard, the government is the owner of 1200 to 1500 ships. It must create a good, clean market in America, so that when the farmer or the laboring man or the widow or the orphan buys from a trust company, they must have a stable security, and the government must take up and change the contracts already made where it has involved the ship securities across the United States, on past prices.

Must Stand Loss

The government is not in any different position than the big business institutions of America, who have to sell their goods in the American market to American investors. In other words, you must have an American investing market in ship securities, or the American people will never absorb these ships for years and years. That means you have got to come down in price; you have to readjust the prices to pioneers who were courageous enough to come in. You must treat the pioneers right, and the government must be courageous enough to take amortization.

Before 1914 it cost to produce a tanker from $5 to $8 more a ton than it did a steel cargo boat. These figures may be a little bit off, but I take it I may be pardoned if I do make an error in that as I am not a shipping man myself, although I do investigate

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all sorts of propositions from a commercial standpoint. Cargo boats cost about $65 a deadweight ton to build before 1918, and tankers about $7 a deadweight ton more. You have all the boats that were created before the war and in operation across the face of the world. and generally in the hands of people who owned them before the war started.

You have the knowledge today that rates are falling and labor wages are going up and costs of materials are going up, as against 1914. The result of that is that the investment, the base investment, gets a lower percentage of return. And it does not make any difference what it costs to produce an article if, when you put it out into business, it cannot produce a return. It is valuable only as over a period of years it will produce a return on the capital which is invested.

The invested capital in our ships today, and in all ships, is rapidly falling to around $125 a deadweight ton, if we read the times aright. If it is fixed at $125 a deadweight ton, in my judgment, great financing transactions will occur shortly, because the trust companies of this country and the big investment houses which have to put out these securities, whether we like it or not, can put out securities at somewhere around $85 to $90 and $100 per deadweight ton of ships. The balance needed can be found in capital by preferred stock or common stock.

But you cannot get money, I mean you cannot get people to put money into common stock and preferred stock in which there is war amortization. They won't do it. Today you can't go and operate ships at $85 or $90 a deadweight ton, but you must do financing.

That fact, however, will do you no good because the top money that must be raised, that is, beyond which the investor wants for his bond security, is not available in America on the basis of $40 or $50 or $60 or $70 or $80 per ton. We have expended to date about $3,400,000,000 of appropriation, less $50,000,000 we have on hand. We have also spent $400,000,000 and some that we made out of handling other people's ships, not ours, not operated by us, because when we reached out and took all the ships on the ocean we merely told them to go on and operate them for our account. And we took all the big profits, from $400,000,000. So we have expended to date about $3,750,000,000.

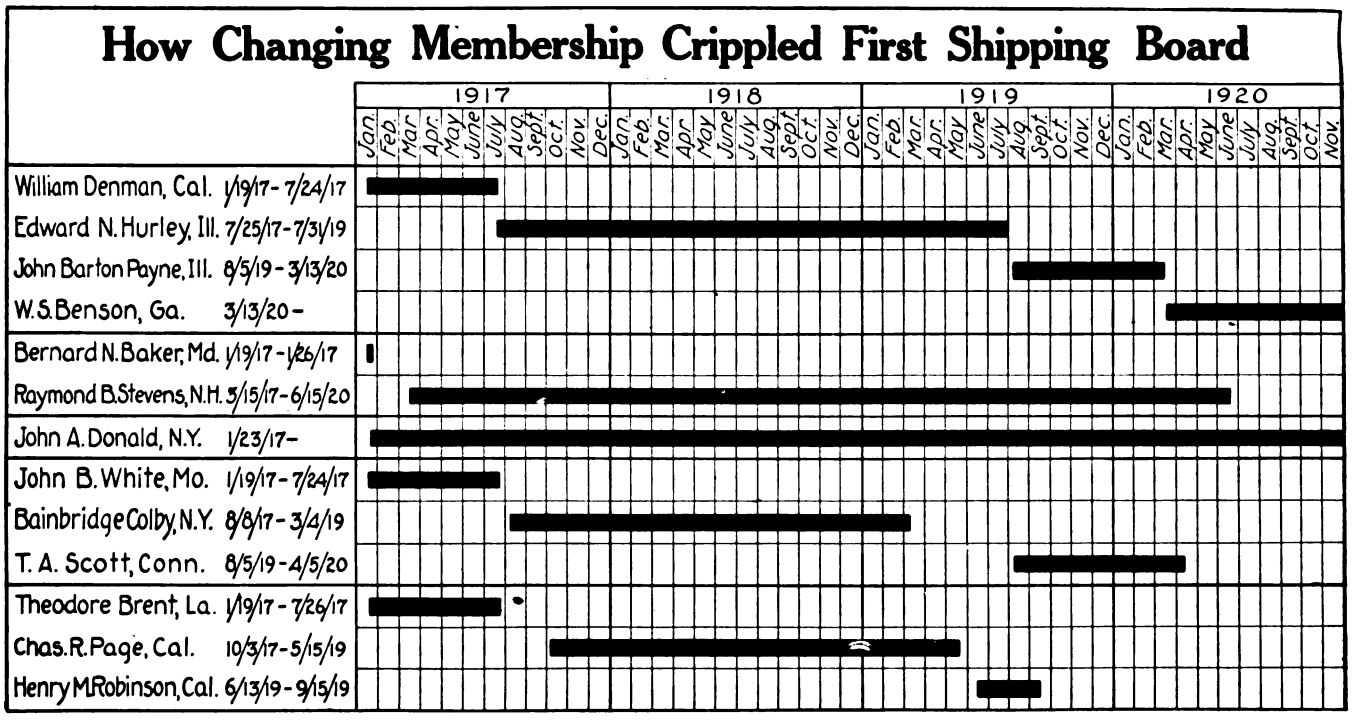
As to the wooden ships, I won't say

Full Board Functions Only 23 Months Out of 46

THE shipping board as it was originally organized passed out of existence on Dec. 1, when seven new members named by President Wilson under the new merchant marine act, took office. This new board should have been formed June 5 when the new law became effective, but the President delayed naming the new members for almost six months.

Five members comprised the old board and, as the chart shows, 13 men served for periods varying from one week to nearly four years. John Donald was the only original appointee to serve during the full life of the board, or about 46 months. He was reappointed to the new board now in control. The chart shows all of the men who have been members of the board, and their respective periods of service. Messrs. Denman, Hurley, Payne and Benson were the successive chairmen.

The graph shows clearly the delays permitted in naming new members to vacancies during the closing months of the board's existence. The full membership was serving during 1919; four members only from that time to April, 1920; three members only from that time to June, 1920, and but two members from June until the board expired. In February, 1919, a full board of experienced members was in office. From then on—or the last 21 months of the board's service—five members were in office at one time, but for a few weeks only, and two of them had just taken office.


How Changing Membership Crippled First Shipping Board
1917
1918
1919
1920
Jan. Feb. Mar. Apr. May June July Aug. Sept. Oct. Nov. Dec.
William Denman, Cal. 1/19/17-7/24/17
Edward N. Hurley, Ill. 7/25/17-7/31/19
John Barton Payne, Ill. 8/5/19-3/13/20
W. S. Benson, Ga. 3/13/20-
Bernard N. Baker, Md. 1/19/17-1/26/17
Raymond B. Stevens, N.H. 5/15/17-6/15/20
John A. Donald, N.Y. 1/23/17-
John B. White, Mo. 1/19/17-7/24/17
Bainbridge Colby, N.Y. 8/8/17-3/4/19
T. A. Scott, Conn. 8/5/19-4/5/20
Theodore Brent, La. 1/19/17-7/26/17
Chas. R. Page, Cal. 10/3/17-5/15/19
Henry M. Robinson, Cal. 6/13/19-9/15/19

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what they are worth, because the government is trying to sell them. But they are not being operated by the shipping board, and we have got them tied up, properly tied up, supervised if you please, in harbors in this country, because we cannot operate them and just get the turn-around money out of them. So they are out of the picture.

If you take your steel cargo ships, and you put them at $150 a deadweight ton, and they are now trying to sell practically on that basis, when you take the depreciation for the time they have been in the water and at what they could be produced for—if you have 1200 of these ships, and call them worth $150 a deadweight ton, and call them 10,000 tons apiece, though they are not that large, you have about $1,800,000,000 of property, and the amortization of $2,000,000,000 has already occurred at the prices we are offering our boats today. This $2,000,000,000 was a war expenditure, just as much as money expended for powder or anything else. It is gone.

Experience Was Costly

There has not been in that record a terrific amount of wastefulness, as such, because they had to expend money to build plants under unusual conditions and with no supervision. Over night we had to build in this country, if you please, a brand new shipbuilding industry. We had to get riveters and machinists and everything else called from the four quarters of the United States, and these men did not have any experience, and the government had to pay for that experience. You had to have superintendents, a lot of them, and you had to train them, and that is simply a war waste. If you had the best men in America on that job down there you would have had war waste.

The things that I point out are in connection with the failure to lay down fundamental principles of accounting, which would have given a judgment all down the line. And if there is any one big thing in my judgment that can be criticized down at Washington, it is the failure to establish accounting systems so that they could tell what was going on in all these transactions, and thus be able to form an intelligent judgment and work along lines based on intelligent judgment. In reference to any wrongdoing in the shipping board, I want to say that I was there from Oct. 1, 1919, down to Aug. 1, 1920, and during that time I do not believe a dishonest motive controlled any of the commissioners, not in any way, shape or manner; nor any of the head officers that I came in contact with. That there have been some very lax things done, yes; but it has been due to the fact that that corporation is twice the size of the United States Steel Corp.; and it is due to the fact that it has property scattered all over the face of the world, and in the United States it is scattered over 13 districts. Putting it on another phase, the shipping board was not like the army or the navy or the postoffice department. They had great bookkeeping systems in those departments when the war started; the shipping board had none. It was a brand new proposition. These departments also had experience and rules in the dealings they had with contractors; the shipping board had none, as such. These other great governmental departments have had history behind them; the shipping board had none.

This general criticism of the members of the shipping board is not, in my judgment, a just criticism. Take the case of John Donald, of the shipping board, a man who must be pretty nearly 70 years of age. From 8.30 in the morning until 6 at night that old gentleman worked there day and night, day after day. And the same is true in the case of Judge Payne—from 8.30 in the morning until 7 and 8 at night, night after night. Those men were doing the best they could amidst the chaotic condition in accounting operation, and as well the chaotic condition over in the construction department. The facts of the care are that the Norwegians had representatives over at the peace conference at Versailles. They were badgering the American delegation, saying this big nation was not settling its bills, and, as I am informed, the President of the United States requested, through his proper representatives, that the shipping board get busy on that bill. But he never told them to pay that bill differently than the law said it should be paid; nor did he tell them to settle that claim without making a proper investigation. We have settled $1,500,000,000 worth of claims under the Payne system, in a period of about nine months and the application of the Cotton rule has saved this government between $200,000,000 and $250,000,000.

Tell of Shipping Board Blunders

(*Concluded from page 7*)

and which was desirous of obtaining contracts with the shipping board to build seagoing tugs. Mr. Sands made the report and underwrote a credit of $125,000 to the company.

"Sands stipulated," said Downey, "that his remuneration would be $40,000 for making necessary investigations, reports, etc., and underwriting the credit up to $125,000, if, as and when needed, and vouching for the responsibility of the Providence Engineering Corp., provided I would personally guarantee the payment of the $40,000 and the responsibility of the Providence Engineering Corp. and maintain the principal bank account of the corporation with his bank. I accepted Mr. Sands' proposition and agreed to give him four of my personal notes for $10,000 each, with interest at 6 per cent."

Bolling Denies Knowledge

Before the hearings were closed in New York, both Bolling and Sisler appeared and denied any knowledge of the alleged $40,000. Alonzo Tweedale, comptroller of the shipping board, also appeared and said that he had investigated the rumors set on foot against Bolling and had found them groundless. Bolling testified to having had at one time banking connections with Sands and said he had enjoyed the exbanker's friendship, but declared he could not satisfy himself as to what possible motive Sands may have had in connecting his, Bolling's, name with the $40,000 fund.

John Cranor denied that he ever had applied to Sands or Bolling for aid in connection with getting shipbuilding machinery. He denied the allegations made by Sands that he get part of the $40,000. Cranor said the $40,000 was Sands' commission for arranging a line of credit of $125,000 for the Providence Engineering Corp. to aid it in obtaining a contract with the shipping board for the construction of some tugboats. Cranor said that he did not think the amount excessive when the size of the contract was considered. The contract called for $2,850,000.

The New York hearings were closed by William Denman, the first chairman of the shipping board, who appeared before the Walsh committee to charge that a grave mistake had been made when the shipbuilding plans of the government were first developed. There was no disagreement with General Goethals, Denman said, over building wooden ships, which were reported as being useful chiefly as auxiliaries to the steel ships. The trouble arose, he said, over certain features of construction, especially the placing of diesel engines in the ships. These engines, he said, would have made the shipping board vessels absolutely independent of foreign bunkering stations. A ship equipped with the diesel engine, he declared, could travel all the way around the world without taking on additional oil.

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First Electric-Propelled Liner

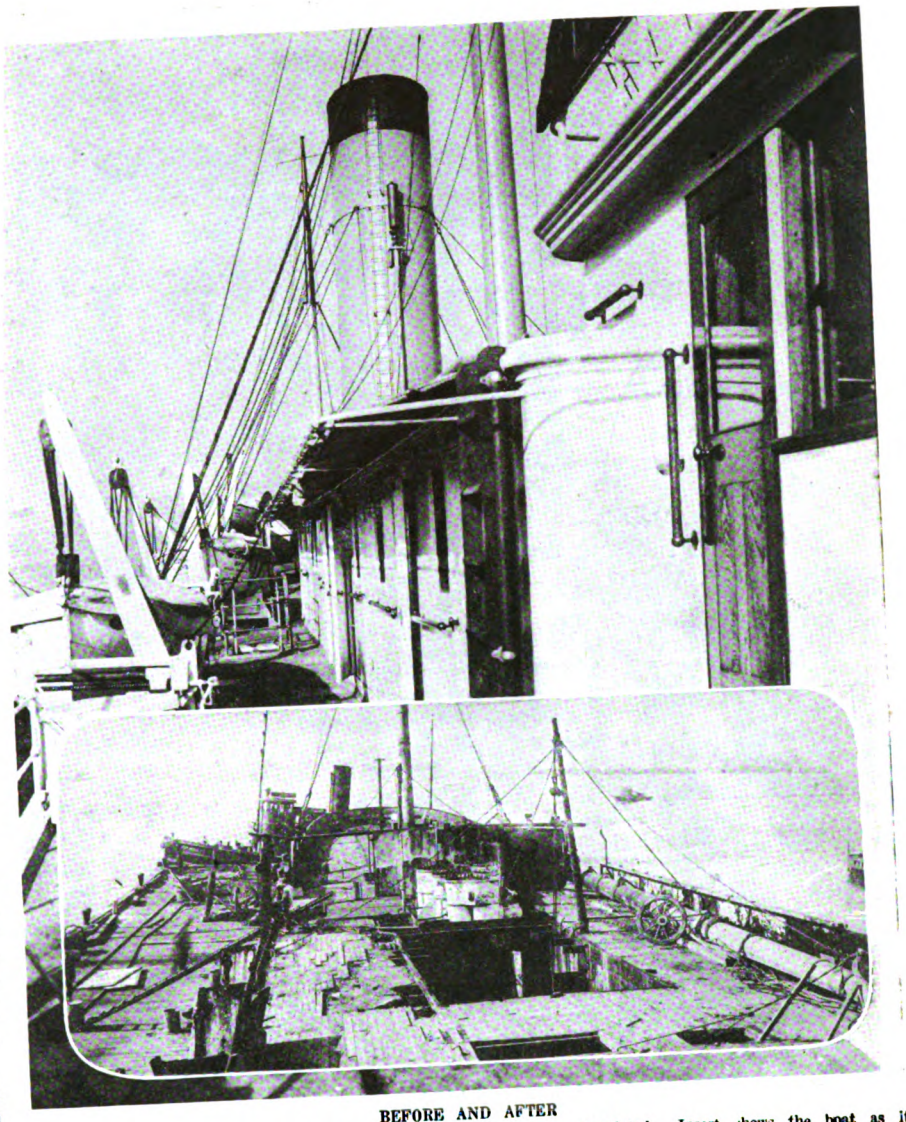
DISTINCTION of being the first passenger ship in the world to be driven electrically rests with the CUBA, now in service between Jacksonville, Fla., and Cuba, for the Miami Steamship Co., New York.

The CUBA formerly was known as the POWHATTAN. After an adventurous career of some years, during which she lay at the bottom of Chesapeake bay for nearly six months, the boat has been completely rehabilitated at the plant of the Morse Drydock & Repair Co., Brooklyn, N. Y.

The CUBA's principal dimensions are: length between perpendiculars, 300 feet; beam, molded, 40 feet; depth, molded, 26 feet 9 inches; load draft, 18 feet.

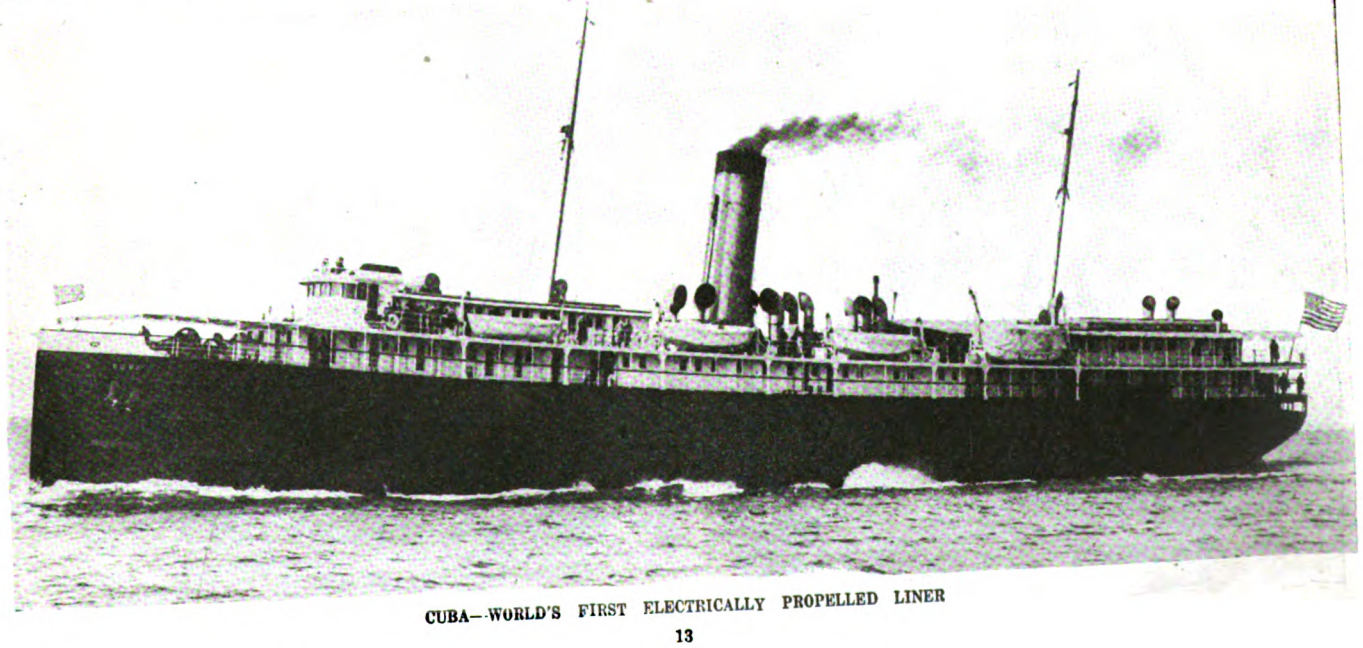
The boat is primarily a passenger carrier. Accommodation for 260 first-class passengers is provided, appointment of cabins and saloons being such as to compare favorably with the newest boats under the American flag. Provision is made for carrying a number of automobiles. They are driven aboard through a large port forward on the dock level.

Quarters for deck and wireless offices are on the boat deck. Aft are a



BEFORE AND AFTER

Boat deck of the liner after the reconstruction process had been completed. Insert shows the boat as it appeared after being raised from the waters of Chesapeake bay



CUBA—WORLD'S FIRST ELECTRICALLY PROPELLED LINER

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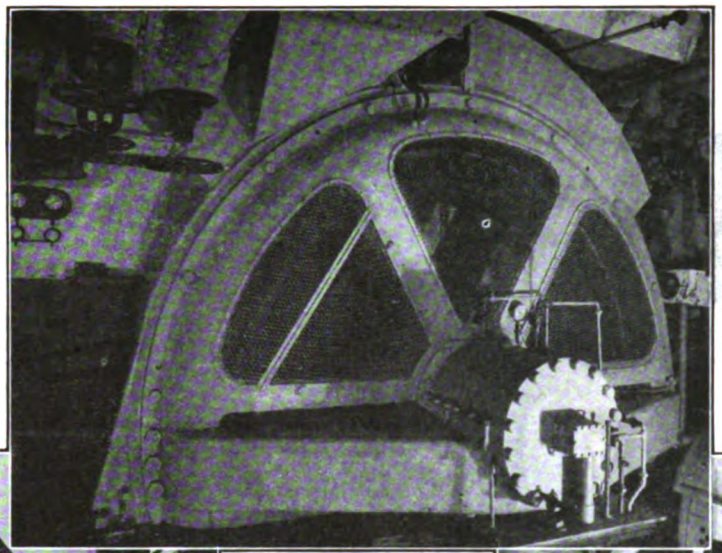
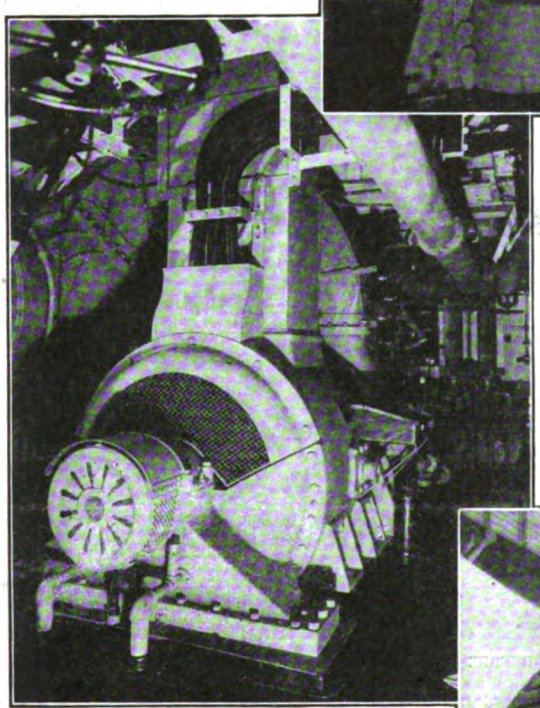
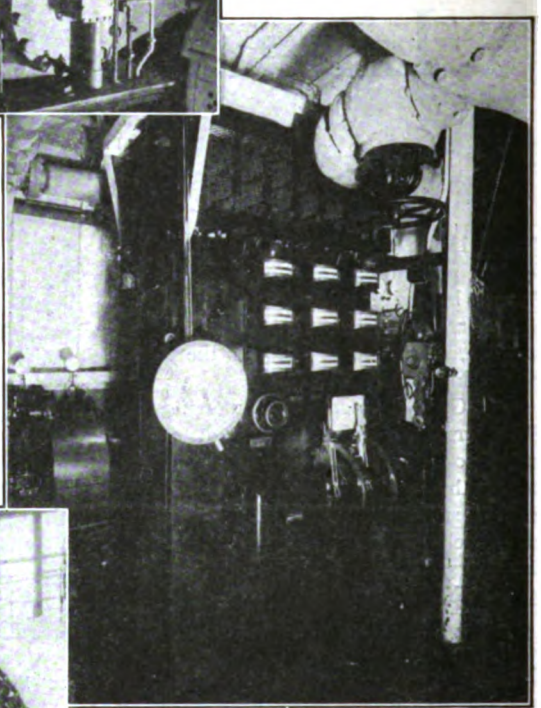


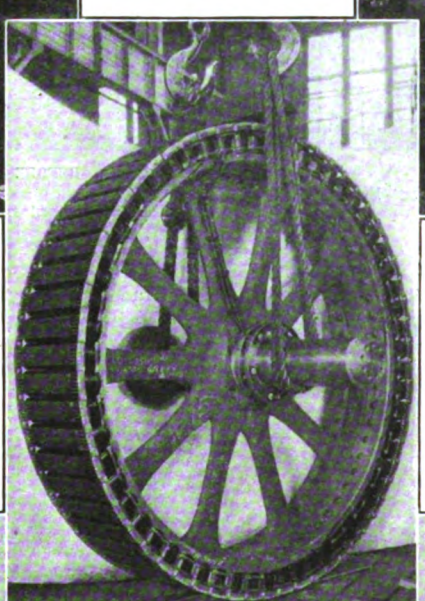
The 8000-horsepower synchronous motor, which drives Cuba at 17 knots



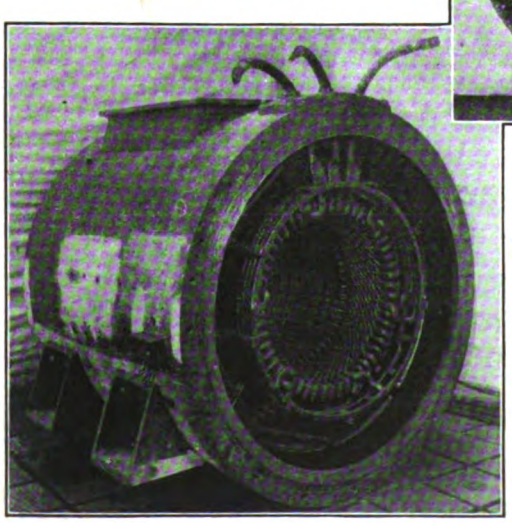
Turbo-generating unit. By a series of dampers, hot air from it is carried to the boilers.



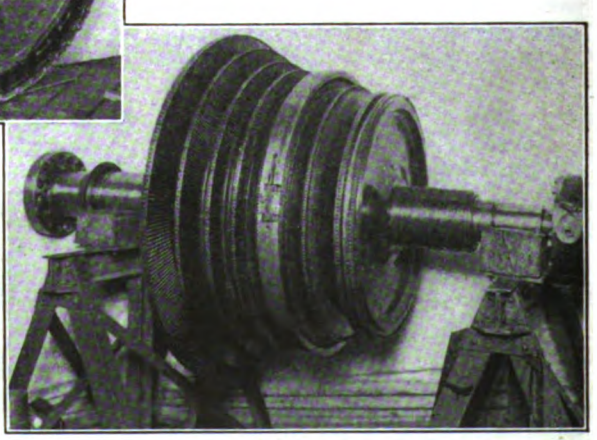
Control board, with main motor, generator and auxiliary controls.



Stator of generator, with windings in place.



Rotor for one of the 3000-horsepower, 100 R. P. M., 60-pole, 1150-volt driving motors.



Rotor for 3000-horsepower Curtis steam turbine.

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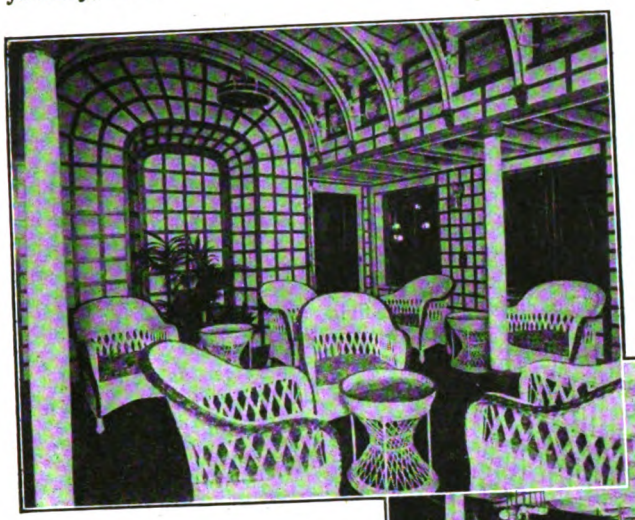
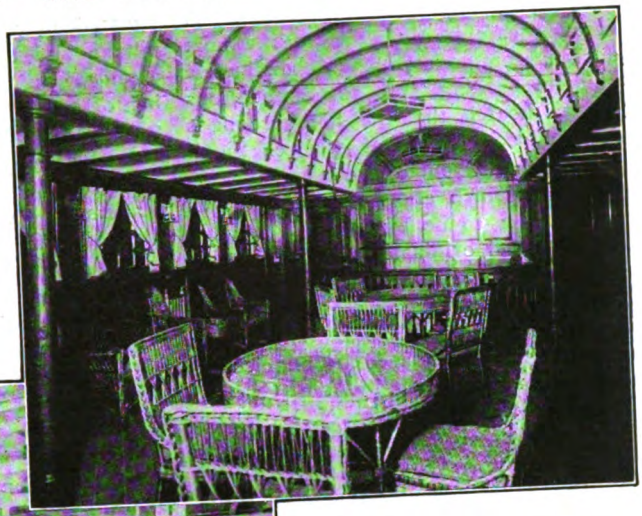
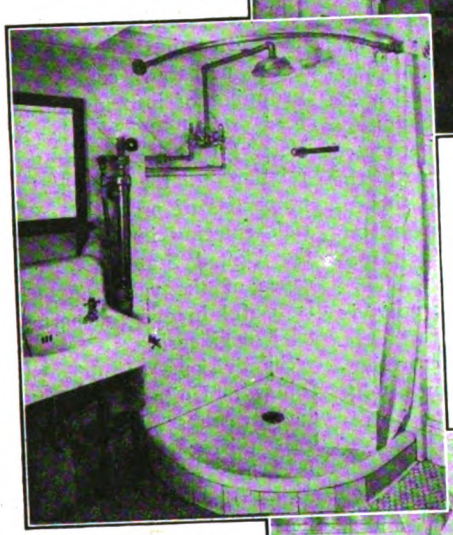


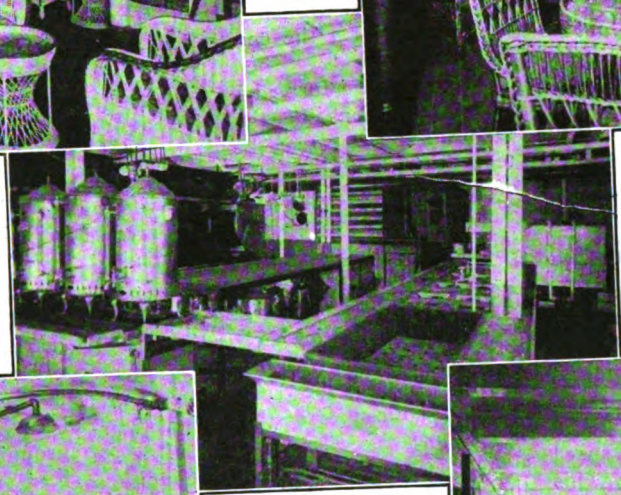
The palm room, a shelter from sun and heat of daytime in the tropics.



Smoking room, where many find rest and seclusion.

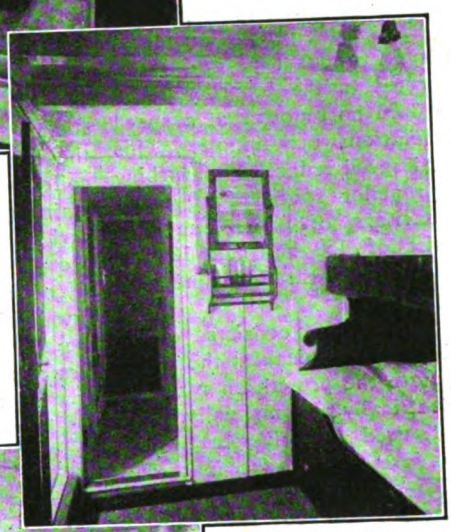


Fresh and salt water bathing is a feature of this boat's accommodations.



A corner of the Cuba's spotless kitchen.

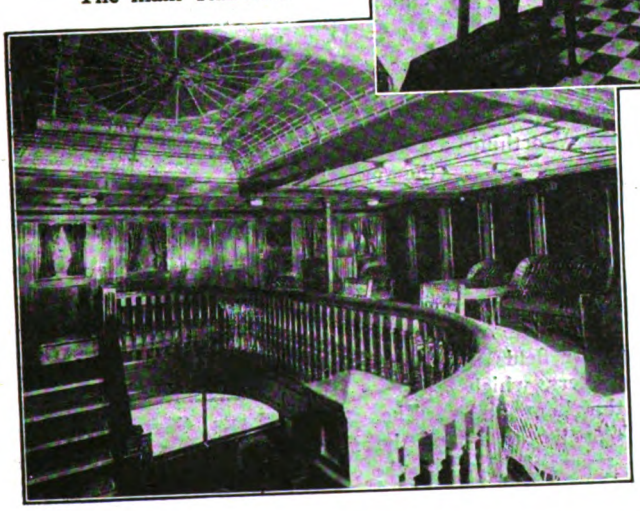
View of the dining room showing tables for individual service.

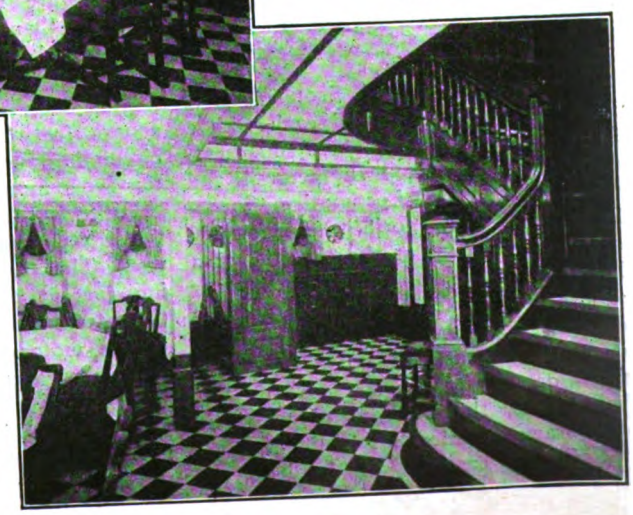


A light, airy stateroom.

Stairway leading into the dining room, showing some of the built-in furniture.

The main staircase.





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card room and smoking room. A veranda cafe is a feature of the boat deck accommodations. A distinctive point regarding the accommodations on this boat is that the dining room is designed for individual service. Small tables seating four and six persons are provided, which allow family and private parties to be by themselves.

The vessel originally was fitted with a triple expansion engine of 2800 to 3000 horsepower, propelling the ship at a speed of 14½ knots. The steam machinery was replaced by an electric equipment furnished by the General Electric Co., Schenectady, N. Y., which increases her speed to 17 knots. Electrical equipment consists primarily of a marine turbine-generator, main propulsion motor, two exciters, control equipment, and a lighting set.

The turbine-generator delivers its full power of 3000 horsepower at a speed of 3000 revolutions per minute, and consists of an 8-stage horizontal Curtis steam turbine direct connected to a 3-phase 1150-volt, alternating current generator. The main propulsion motor is of the synchronous type and is directly connected to the propeller shaft, developing 3000 horsepower at a speed of 100 revolutions per minute. This gives a total speed reduction of turbine speed to propellor speed of 30 to 1. The two excitors, of which one is a spare, consist of 150 kilowatt, 125-250 volt, direct-current, geared turbine-generator.

Control equipment consists of a group and panel and enables the engineer to operate the propulsion machinery both electrically and manually. The lighting set, used only in port when the exciters are shut down, is a 50-kilowatt, 125-volt, direct-current, turbine-generator. A separate motor-driven blower is installed for ventilating the synchronous motor.

Steam for the ship's power plant is generated in four oil-burning, Scotch boilers, 13 feet in diameter and 10 feet 6 inches long with a total heating surface of 1900 square feet. The boilers operate at a pressure of 175-pound gage and deliver steam superheated to 150-250 degrees Fahr.

The four 3-furnaced Scotch boilers in the Cuba are equipped each with a fire tube superheater. These superheaters were designed, manufactured and installed by the Locomotive Superheater Co., New York, to furnish 200 degrees superheat at the throttle, at a boiler pressure of 180 pounds per square inch. Each superheater consists essentially of two parts—the headers or collecting castings and a system of units or elements made up of "U" bent tubes, the material of which is cold-drawn seamless steel tubing.

Collector castings or headers are situated in a vertical position in the uptake and of the boiler. These are arranged in pairs, each pair consisting of a saturated steam header and a superheated steam header. These pairs are situated, one on each side of the center furnace, with the superheated headers in an outboard position from the boiler head. The superheater elements or units, which are arranged in groups, lead in and out of the uptake end of the boiler flues. The ends of each unit are expanded into flanges or collars, which with a suitable gasket and clamp form the connection at the headers.

The units are formed by bonding the straight sections of the pipe at the rear end by a return bend forged integrally with the tubing. By this form of construction, each unit consists of a single continuous pipe. Screwed joints or connections are eliminated.

In operation, saturated steam is taken from the boiler nozzle, and led to the saturated header in each pair of collector castings. Thence the steam passes through the superheater units located in the flues of the boiler. During its passage through the units, the steam is superheated. In this condition, the steam passes to the superheated collector castings, and from here to the main steam line, to which line the superheaters of all four boilers are connected. The turbines receive their supply of superheated steam from this line. Intoduction of the superheater units in the flues avoids the use of retarders. Draft is not impaired by the introduction of the superheater, because with the lower fuel consumption per horsepower, the volume of gas passing through the flues is proportionately reduced.

Provision for cleaning the flues and the superheater surfaces has been taken care of by the installation of soot blowers. Experience on other ships similarly equipped has disclosed the fact that the cleaning of flues is not necessary, where fire tube superheaters are installed, any more frequently than is ordinarily necessary. The superheaters are readily accessible for inspection at any time.

The main condenser contains 7000 square feet of cooling surface. The circulating pump is of the Worthington type, motor-driven.

Following is a general description of the CUBA'S electric propulsion machinery: The turbine drives the alternating current generator, which through three transmission wires supplies current to the motor. Excitation current for the main generator and motor fields is furnished by one of the exciters, which supplies also light for the boat and power for auxiliaries. The motor is started, stopped, and reversed by means of high and low voltage contactors, by use of which, in starting from rest, the motor operates without its direct-current field as an induction motor and when nearly up to speed, field is applied, and operation continues as a synchronous motor. In reversing, the motor automatically functions as a generator returning power to the turbine-generator which meanwhile, operates without its direct-current field, thus electrically braking the propeller approximately to rest, after which it operates as an induction motor to start the propeller in the reverse direction, and finally as a synchronous motor.

Book Review

Industrial Engineering, by William M. Barr; cloth; 619 pages, 6½ x 9¼ inches; published by the W. M. Barr Co., Inc., New York, and for sale by THE MARINE REVIEW; price $5 postpaid.

To provide useful information for managers, engineers, superintendents, designers, draftsmen and others engaged in construction work, this handbook has been prepared containing a compact grouping of information which has not been readily accessible to the public. Part I includes separate specifications relating to the chemical and physical properties of practically all of the materials entering into engineering work for the United States government and, because of the value of this information, is useful in every department of industrial engineering.

Subdivisions of this volume are as follows: Units and standards; weights and measures; mensuration and mechanical tables; properties of materials used in engineering; steel bars, plates, shapes, bolts, rivets; general specifications for inspection of navy department material; iron and steel castings; iron and steel forgings, carbon and high-speed steels, heat treatment; nonferrous metals and alloys; machine details, principally those relating to steam engines. Many working drawings have been included in the text matter and cover a wide range of detail.

The book has not been prepared to serve as a textbook in engineering. Designs and tables of working dimensions accompanying, therefore, are based mainly upon marine and railroad practice and the proportions given have long ago passed the experimental stage. Machine design is attempted only in its narrowest application and only some acceptable details in machine construction are presented. Steam engine details are treated thoroughly due to the writer's long familiarity with the subject.

The steamer LAKE GATUN, the last of the Emergency Fleet boats to leave for the coast sailed recently.

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Shipbuilding In U. S. Holds Own

Tonnage Under Construction Remains at Good Level—British Building Lags—Bunkering Opens New Problem

BY V. G. IDEN

REPORTS compiled by the statistical division of the Atlantic Coast Shipbuilders association in November showed merchant ship construction for the account of private owners and the shipping board now totals approximately 1,000,000 gross tons less than the tonnage under construction a year ago for the shipping board alone. In view of the present condition of shipping, the prevailing high price for new vessels, and with private work today constituting the most interesting part of construction, this total is encouraging. Reports show that during September last American shipyards were holding contracts for or had under construction, a total of 1,811,000 gross tons of ships. This declined to 1,638,000 in October and again declined to 1,265,000 gross tons in November.

From these figures, it is shown that American yards completed something less than 200,000 gross tons of ships between September and October and completed nearly 400,000 gross tons the month past. It would appear that, despite the constantly reiterated reports of a depression in shipbuilding in the United States, American shipyards today are building new vessels at the rate of more than 3,000,000 gross tons a year. This is comparable with the output of the yards during the first year of the war emergency, when every energy was strained to bring forth new tonnage as quickly as possible and without regard to cost.

Many Under Contract

Figures compiled by the commissioner of navigation, which are official, show that on Nov. 1 this year, private American shipyards were building or were under contract to build for private shipowners 334 steel vessels of 1,206,486 gross tons, which was but a minor reduction from the figure the month previous. At that time the larger number of private contracts were held by the American Bridge Co., Ambridge, Pa.; Sun Shipbuilding Co., Chester, Pa.; American Shipbuilding Co., Cleveland; Bethlehem Shipbuilding Corp.; Chickasaw Shipbuilding & Car Co., Mobile, Ala.; Federal Shipbuilding Co., Newark, N. J.; George A. Fuller Co., Wilmington, N. C.; Merchant Shipbuilding Corp., New York; Moore Shipbuilding Co., Oakland, Cal.; Newport News Shipbuilding & Dry Dock Co., Newport News, Va.; New York Shipbuilding Corp., Camden, N. J.; Northwest Iron & Bridge Co., Portland, Oreg.; Southwestern Shipbuilding Co., San Pedro, Cal.; Standard Shipbuilding Corp., New York; G. M. Standifer Construction Corp., Vancouver, Wash.; Submarine Boat Corp., Newark, N. J.; Texas Steamship Co., Bath, Me., and the Union Construction Co., Oakland, Cal.

Will Construct Barges

The Nashville Bridge Co., Nashville, Tenn., has accepted contracts for four barges for foreign account which are to be delivered in January. The Submarine Boat Corp. has decided to build eight barges for builders' account.

From Baltimore, word is received that the Bethlehem Shipbuilding Corp. has been trying to recruit 1000 more men for shipyard labor. This company now is employing 9000 men, but the additional labor is required to complete contracts in hand. It is learned also that the Baltimore Dry Docks & Shipbuilding Co. is now working on an open-shop basis. This is probably the only yard in the east that has been able to break away from the control of labor unions. According to reports, the Cramps yard at Philadelphia will be the next to abrogate the labor agreement known as the Atlantic Coast Shipbuilders agreement, in force during the past year.

It is generally known that a turn for the better in ship construction awaits only lower prices on tonnage. Many established steamship lines have plans ready for new tonnage, but they refuse to let contracts for these so long as prices remain high. Today shipbuilding material is cheaper in the United States than in any other country. Methods of shipbuilding in American yards have been greatly improved. But the labor expended in building a ship is a most important item and the new boom in shipbuilding awaits only a readjustment of wages. This, it is expected, will be effected by the readjustment in industrial conditions now present in this country. Shipyard labor is probably the highest paid of any labor engaged in any industry. To bring the shipyard wage scale down to a parity with the wages paid in the ordinary industrial undertaking will have a material effect in encouraging new construction. Conferences to bring this about now are under way.

Among the types of vessels especially in demand is the tanker. The tanker fleet of the world today is so short that some operators have purchased Hog Island ships and are spending from $300,000 upward on each to convert them into tank ships. This kind of conversion, it is learned, now is being done on seven of the Hog Island vessels. The KISHACQUILLAS and the INSPECTOR already have been so converted and are said to be giving excellent results in operations out of Gulf ports. Five others are undergoing conversion. These are the MANATAWNY, CATAHOULA, CASTANA CARRABULLE and the CASSIMIR. The work is being done at the plant of the Globe Shipbuilding Co., Baltimore. When a number of the later Hog Island ships were being built for the government, certain structural changes were made by the builders with just this intent in mind. The shipping board found ready purchasers for these ships. They are compelled, however, to have longitudinal bulkheads installed and the necessary swash plates placed to enable them to carry crude oil.

English Building Declines

Consular reports from abroad indicate English shipbuilding has been declining at a more rapid rate than in the United States. English yards have received a number of cancellations from Norwegian owners. It is declared that the chief trouble in England is the high cost of labor and materials, which make it impossible for the British builders to compete with shipyards in other parts of the world. Dutch builders are reported to be obtaining some contracts and the German yards are trying hard to resume building. The German yards are buying shipbuilding material in the United States, but the quantity is not great. Plates are extremely scarce in Germany and it may be a long time before the construction program there becomes considerable.

It is reported that a large shipbuilding order has been placed with the Prince Rupert Dry Dock Co., Ottawa, Can., of which Newton Erb, New York, is president, for 37 steel vessels for the new government of Mexico. It is understood that the contract calls for

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constructing several revenue cutters, two cargo carriers of about 1000 tons each, and a number of oil tankers of from 7500 to 10,000 tons each, the whole contract amounting to several millions of dollars.

In an effort to encourage new construction, shipbuilders are joining with others to conduct some important experiments in improved forms of propulsion. Operators are finding the chief expense of ocean navigation today is bunker. Coal burning ships have been extremely expensive to run. Even oil-burners are not making as much profit as could be hoped for. It is anticipated that studies of the use of the diesel engine and of the electric drive may disclose means of lowering the cost of bunkering. Adoption of these principles of propulsion, however, has been delayed by reason of the cost of installing the new form of engine.

Board to Compare Types

Under authority of the shipping board, diesel engines with direct gears have been installed on the WILLIAM PENN, a 12,500 dead weight ton ship.

The vessel has been allocated to the United American lines to operate between New York and the East Indies. The shipping board is sending special engineers along to observe the performance of this vessel. The same operators were given the ECLIPSE, the ship equipped with electric drive for service on the same route. Both these vessels are in the nature of experiments in propulsion.

Shipowners are interested in these developments, and the United Fruit Co. has gone so far as to order built for its own account abroad an electrically propelled fruit freighter. It is along experimental lines that new shipbuilding is expected to develop. Upon results of these tests or experiments depends largely the future growth of shipbuilding. Should the new methods of propulsion prove signally successful, many of the existing merchant ships are certain to be converted. Also it would encourage new construction.

Pacific Coast Yards Are Active

AN ARBITRATION board has been appointed to pass on the claims for extras made by the Patterson-MacDonald Shipbuilding Co., Seattle, against the Australian government. The claims total $470,000. Members of the board named to arbitrate include Frank E. Burns, formerly manager of the Puget Sound Navigation Co.; Frank Walker, marine architect, and a third authority yet to be named. Mr. Burns represents the trustee in bankruptcy for the shipyard and Mr. Walker the Australian government and its agent Mark Sheldon, high commissioner. The Patterson-MacDonald company held a contract for constructing 10 wooden ships for the Australian commonwealth, five of them to be equipped with motors and five to be propelled by steam. Nine of the 10 have been completed; the last is remaining on the ways in the Seattle yard. The claim for $470,000 consists of alleged extras furnished over and above the terms and specifications. The board's decision will be submitted to the special master in chancery.

Work is progressing satisfactorily on the 6000-ton steel motorship being built for the Alaska Steamship Co. by the Todd Dry Dock & Construction Corp., Tacoma. The keel was laid at the Tacoma plant Nov. 1 and it is expected to have the craft completed early in March except for installation of the diesel engines. These will be placed by the owners.

Will Improve Docks

Work has been begun on the graving dock to be built at Vancouver, B. C., under subsidy from the Canadian government. The contract is held by J. J. Coughlin, head of the Coughlin Shipbuilding Co., which has turned out a large number of steel freighters. Engineers are making the preliminary borings. The cost of the improvement will be about $3,500,000.

The wooden steamer QUINAULT, built by the Peninsula Shipbuilding Co., Aland, Oreg., now is having machinery and equipment installed. This work is being done by the Pacific Marine Iron Works, Portland, Oreg. The QUINAULT will be used in the coasting lumber trades. She was launched Nov. 10.

Said to be the largest vessel ever built in the Pacific northwest, the 12,000-ton steel tanker JOHN WORTHINGTON was launched Nov. 15 by the G. M. Standifer Construction Co., Vancouver, Wash. The tanker is for the account of the Imperial Oil Co., a subsidiary of the Standard Oil Co. Two sister ships are on the Standifer ways and will be launched in the near future.

According to announcement by the navy department, a 10,000-ton transport is to be built at Tacoma by the Todd yards. The Tacoma yard was the lowest bidder, bids having been opened last August. The vessel will cost $3,935,000 and is to be delivered in 20 months.

The new steel steamer CITY OF VICTORIA, product of the Coughlin yards, Vancouver, B. C., has undergone satisfactory trials and is now preparing for her first voyage. The CANADIAN WINNER, another steel freighter built on the Canadian side, has gone on berth and is loading for her maiden voyage to Australian ports.

During 1920, Seattle shipyards have had extensive contracts for overhauling and altering Japanese-built steel freighters prior to their delivery to the shipping board. Twenty-five of these vessels have undergone changes at Seattle yards, the total contracts amounting to about $1,725,000. The last of these contracts, the EASTERN SWORD, recently was delivered by Todd Dry Docks. The EASTERN SWORD was converted from a coal burner to one using oil under its boilers.

Built for service in Alaska waters, the Standard Oil Co.'s new motor tanker CHARLES WATSON has just entered commission. She is the first steel motorship of any class to be built on the north Pacific and her performance will be followed with interest. She was turned out at the yards of the Union Construction Co., Oakland, Cal., the engines being built by the Skandia-Pacific Oil Engine Co. The engines are of diesel type, each developing 550 horspower, connected with twin propellers. The boat travels 11 knots an hour. The electric equipment is especially complete. The tanker is equipped with electric siren, electric sounding machine, marine telephone and other modern devices for safety and convenience. The auxiliary machinery is electrically driven from two 100-kilowatt General Electric generators directly connected to two 150-horsepower, 3-cylinder diesel engines. All cooking will be done by electricity and the crew's quarters also are heated by electricity.

Bethlehem Activities

An extensive program of new construction is announced for the Fore River shipyard of the Bethlehem Shipbuilding Corp. at Quincy, Mass., for 1921. Work at present under way includes two AA-type submarines 269 feet long of 1500 tons displacement and 12 S-type, 220 feet long of 900 tons. Keels for six more S-type will be laid within a short time.

The battle cruiser LEXINGTON and the superdreadnaught MASSACHUSETTS both will be built at this yard. The MASSACHUSETTS will be the largest battleship of the United States navy, 660 feet long, 106 feet beam and of 43,200 tons displacement.

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Great Lakes Member a Fighter

Former Shipping Board Counsel Declares War on the Corruptionist in Public Office—Is Republican Appointee

THOSE intimate with Col. Guy D. Goff, general counsel for the United States shipping board until his elevation to the board by President Wilson, readily testify to the ironclad rules of conduct he has laid down for himself—and adheres to—and insists upon enforcing in public life. Those not personally acquainted with the colonel may judge from his statement when it was intimated that there was personal rottenness within the shipping board.

"When men sworn to uphold the integrity and honor of their state barter away its sovereignty and view a public trust as a private snap, they are simply conspiring renegades ready to violate their country's confidence and to betray its secrets," he declared. "Such a man, no matter what his position in official life, is too wretchedly craven to be a traitor. Such a man has lost his worth in the habits of treachery. * * * by comparison Judas Iscariot is a saint and Benedict Arnold a patriot. It is and will be my one and single purpose to run to cover every person who is guilty of corruption and to prosecute them to the fuliest extent of the law."

There in one paragraph you have Col. Goff through and through. It is claimed by his friends—and there seem to be no enemies to dispute it—that no other man in official life today in Washington has purposely made his personal path straighter or narrower. It has been said of him that he is old-fashionedly honest. Perhaps this outlook upon official life is bred in the bone, as Col. Goff's official ancestry is illustrious. His father, Nathan Goff, was a brigadier general in the civil war, secretary of the navy in the Hayes administration and later represented West Virginia in the United States senate. Although actively in touch with public life since first engaging in the practice of law, Col. Goff's first real official connection came when he was made district attorney for the city and county of Milwaukee, in 1905. In this post he continued until 1909. Two years at his practice ensued and, in 1911 he became federal district attorney for Wisconsin. This post he held also for four years.

The call to war came and, in June, 1917, Col. Goff entered the army, becoming assistant to Gen. Enoch Crowder, who worked out the first draft. It was Col. Goff, who laid down the intricate rules governing the procedure of local and district draft boards. Within a year—in 1918—he was made executive officer in the judge advocate general's office, went to Europe and served on the staff of General Pershing, at Chaumont, France. Returning to Paris on the signing of the armistice, General Goff served with the division of rents, requisitions and claims. In this capacity he aided largely in disposing of all claims and requisitions against the A. E. F. This task completed, Colonel Goff followed the army of occupation to Coblenz, Germany, and took charge of the military courts instituted there by the army.

Returning to the United States in June, 1920, he became general counsel for the shipping board and the Emergency Fleet corporation. On Nov. 13 Colonel Goff was selected as a Republican member of the board to serve a one year term.

G. D. GOFF—GREAT LAKES REPRESENTATIVE ON SHIPPING BOARD

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World Charter Market Reviewed by

CHARTERS DULL

Uncertainties of Shipping Situation and Slump in Oversea Trade Result in Slackness—Grain a Bright Spot

DECEMBER ushered in a month of uncertainty for the American merchant marine. Chairman Benson called a meeting of the new shipping board, while the Republican majority in congress began to lay plans for assumption of control over shipping by the next incoming administration. Conflict of authority, general distrust resulting from the disclosures of the Walsh committee, and almost complete break down of foreign credits, entailing a serious loss in foreign trade, leaves the merchant marine in a most unsettled position.

The expected strike in England did not materialize and consequently the demand for American coal has been gradually declining. Now it is declared France is overstocked with coal and is practically in a position to export that commodity. Consequently England and France have cancelled their coal agreement. The slump in overseas shipments has been tremendous and the shipping board has been compelled to withdraw a number of its larger vessels and tie them up. The only bright spot in the situation was found in the grain market. Coincident with the depression in the price of wheat in the United States, foreigners began to buy with the result that a number of steamers were chartered for this trade. Oil demand, also, continues unabated and tankers are in such great need that owners now are having seven of the cargo steamers built at Hog Island converted into oil carriers.

Freight Market Slumps

Throughout the past month, the charter market has perceptibly sagged with no bottom in sight. Cabling brokers have been offering tonnage freely in competition with American ships for all available business. Coal for Rotterdam was placed for less than $8 and French Atlantic has not been much better. According to one report, Rotterdam was done for as low as $7.50. For the greater part of the month the coal business was the only trade in which any activity was shown. West Italy coal freights have been weaker and tonnage has offered unsuccessfully at $10.50 for December loading. Some charterers have been working on business on the basis of $10 freight to Buenos Aires. There have been a few orders to Chile for coal at $8.

West Indian charters have been showing a little more interest in time charter tonnage, speaking of $4 and $4.25 for six months. Charterers have been holding out for $3.25 or $3.50 for six months. For longer periods, such as one year, a few charters have been offering 13 shillings to 13 shillings, 6 pence.

The closing days of November witnessed some activity in the grain business, and coal rates were reported a little better. Grain berth quotations for United Kingdom have been around 10 shillings. For Antwerp berth quotations have been 32½ cents, the same quotation being made for Hamburg and Rotterdam. A quotation of 45 cents prevailed on berths to Marseilles, Genoa and Naples, while the quotation to Copenhagen was 50 cents.

Some followers of the market are inclined to think that coal charters will pick up again, when cold weather seriously sets in. Foreigners, they say, have refused to buy here while the price of coal continues so high. During the past three months, a gradual reduction has been made in the price which, it would seem, is destined to encourage some business.

Francis Mayer, president of the United States Mail line, is quoted as saying that in his opinion rates on cargoes and passengers have not yet reached the bottom. On the other hand, P. A. S. Franklin of the International Mercantile Marine insists passenger rates must advance, if steamship companies are to make any profit. He suggests passenger fares next summer should be higher even than they have been during the season just closing.

Shipping conditions abroad are just as bad, if not worse, than they are in American ports.

Plans of Foreign Lines

Among the plans of the foreign lines, the most important of the month was the announcement that the Hamburg-American, under arrangements with the allied nations, will receive the VICTORIA LUISE and will have two new steamers ready by next spring. Both the big British lines, the White Star and the Cunard, have large building programs and it is rumored the English are not so desirous as formerly of withholding ex-enemy tonnage from the Germans. The experience of the allied powers in trying to operate the captured liners at a profit has been disappointing in the extreme. The experienced companies no longer are desirous of holding the extremely large vessels. The Cunard is said to have lost as much as $50,000 on a single trip of the IMPERATOR. Notwithstanding, assurances have been received here that the German-built ship BISMARK will be completed in the spring and assigned to the White Star line.

The old German ship ZEP-

New Ship Board Meets

THE first meeting of the new shipping board, organized under the provisions of the Jones merchant marine bill, was held on Dec. 1. Secretary John J. Flaherty swore in the following members, who comprise it:

Admiral W. S. Benson, chairman, Georgia; John A. Donald, New York; Guy D. Goff, Wisconsin; Chester H. Rowell, California; Charles Sutter, Missouri; Joseph N. Teal, Oregon; Frederick I. Thompson, Alabama.

The first meeting was given over to a general discussion of the whole situation affecting the merchant marine. The new members must be confirmed by the senate.

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PELIN has been sold by the British government to the Orient Steam Navigation Co. The Anchor line has purchased the liners KIGOMA and YPIRANGA. Germany, however, does not seem disheartened over the sales of her former liners. Last month marked resumption of trade between Hamburg and New York with a German-built vessel under the German flag. This was the freighter SOPHIE RICKMERS, for which the Kerr line acted as agent on this side. The vessel was launched after the armistice from a German yard.

The Royal Mail Steam Packet Co. will establish next spring a transatlantic passenger and freight service between New York and Southampton, Cherbourg and Hamburg. The steamers ORDUNA, ORBITA and OROPESA will be used. Steamship lines are interested especially in the passenger services out of Germany and from Mediterranean ports by reason of the anticipated demand on the part of steerage passengers to get out of Europe. It has been claimed some 15,000,000 European emigrants are planning to book passage. In view of this prospective swamp of immigration, a movement is now on foot to have congress temporarily exclude all immigrants pending a permanent revision of the laws of admission. Such a step would, of course, be disastrous to the plans of steamship men.

Plans of American Lines

Few reports of financial embarrassments among steamship companies have been current during the past month on this side of the Atlantic. The petition in bankruptcy filed against the International Maritime Corp. last month is not expected to embarrass that company. The suit, it was explained, was an expression of pique on the part of disgruntled former employes. A receiver has been appointed for the Standard Steamship Co., Inc.

The controversy between the Kerr and the Harriman interests has continued to smoke. Kermit Roosevelt, secretary of the former line, has incorporated in Delaware the Roosevelt Steamship Co., but its plans are unknown. Inasmuch as Roosevelt has announced his intention of remaining with the Kerr line, despite the formation of this new company, it is suggested the Roosevelt line is intended to cover the operations of the Kerr interests. Since the Kerrs must relinquish their fleet to the Harriman interests, under purchase agreement, the former undoubtedly are seeking to get the shipping board to allocate them government vessels for operation.

Favor Harding Stand

CONGRESSMEN have shown great interest in the speech of President-elect Harding at Norfolk, Va., in which he declared in favor of subsidies, if necessary, for upbuilding the nation's merchant marine.

Commenting upon the speech, Senator Jones is quoted as having declared:

"President-elect Harding is keenly attuned to our maritime needs and in hearty sympathy with an American merchant marine. He will carry out the solemn direction of the law with reference to abrogation of treaties undoubtedly. Also, he will align himself with policies and measures to promote and give permanency to the nation's commercial fleet."

BOATS ARE IDLE

Charters on West Coast Are Weak and Freights Are Scarce—Rate War Is Averted for the Present

The shipping board will back the creation of a cold storage steamer line between Baltimore and Barcelona, Genoa and Alexandria, it is said. Another such line will be operated between Barcelona, Salonica and Constantinople. James W. Elwell & Co. will operate shipping board vessels in a new Holland-Italian service. The ships will touch first at Rotterdam and then go to Mediterranean ports. This is a route on which German ships formerly operated.

The shipping board has assigned the new passenger vessel, CREOLE STATE to the Pacific Mail line for operation transpacific. A sister ship also will be assigned to this service, the GOLDEN STATE. The Pacific line has opened a new service with the QUILLOTA, which has sailed from New York to Columbian and Ecuadorian ports via the Panama canal. The Panama Steamship Co. has established a service between Cristobal and Guayaquil, Ecuador. The GENERAL GOETHALS was the first ship used. One other important development in the tropical trade was the announcement of the intent of the Ward line to construct new terminals at Havana.

To two newcomers has been left the new developments of the month in the transatlantic trade. The United American line inaugurates this month with the MOUNT CLAY, ex-PRINCE EITEL FRIEDRICH, a service between New York and Hamburg. The steamer carries third class passengers only. This company will place the MOUNT CLINTON and the MOUNT CARROL in the same service next spring. The line is also fitting up the DE KALB with a kosher abattoir and galley especially for the third-class Jewish traffic in the transatlantic.

More Ships Idle on Pacific

Additional shipping board tonnage is idle at Pacific ports, testifying to the unsatisfactory condition of ocean commerce in Pacific routes. The charter market is dull and freights are weak. Private operators, as a rule, are able to keep their vessels moving, but government carriers are finding increasing difficulty in obtaining business. Because of the unsatisfactory condition of business on the Oriental routes, several large vessels recently have been withdrawn. The regular liners are offering more than sufficient space for all the cargo moving and tramps are coming infrequently because there is no inducement for them.

Danger of an immediate rate war, which threatened the Pacific lines, has evidently been passed for the present. The Pacific westbound conference apparently has brought conflicting interests together and, it is understood, all lines have agreed to abide by con-

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ference rates. Trouble was threatened by the Mitsui line, operating Japanese tonnage to Japan and by the Blue Funnel line, an old established company. At a recent meeting, the Mitsui interests rejoined the conference and, while the British line did not actually take membership, it agreed conference tariffs would be respected.

Owing to cutting of rates by tramp operators, the conference reduced the rate on salt herring between Seattle and the Orient from $14 to $10. Nonconference lines originally booked this cargo at $12. The $10 rate was adopted in retaliation. Lumber is still quoted at $17.50 but it is no secret a rate of $12.50 has been freely offered. It is understood some conference carriers booked lumber at the lower rate in order to forestall tramp tonnage.

Rate War on Pacific Is Averted

While peace appears to have been established, the situation is so complicated the germs of a rate war still are hovering and it would not be surprising if hostilities broke out. The only factor tending toward peace is the scarcity of cargo and the present low rates. In some instances these rates are lower than before the war, considering the increased cost of operation. If rates are cut below the conference level, it will mean handling cargo at a loss. Nothing in the Seattle section attracts tramp tonnage at present. Consequently, regular lines are hopeful of holding what little business is offering and maintaining conference tariffs.

Because of the equalizing of rates, as compared with gulf ports, north Pacific operators have been able to book a limited amount of cotton for the Orient. Steel is moving in small volume and little lumber is being carried to Japan and China. With the drop in wheat prices, millers are hoping to re-establish themselves in Oriental markets. Should this prove true, transpacific carriers may expect some business in flour. However, the situation is so depressing at present no marked improvement is expected for several months.

The lumber business to California has been active for two months but it is now slackening and additional coasters are likely soon to be placed in winter quarters.

With the exception of intercoastal business, all routes from north Pacific ports are suffering from lack of cargo. Foreign buyers appear unwilling to purchase under present conditions with both ocean freights and commodity prices tending downward. Consequently, exporters are finding it difficult to place their surplus and the water carriers are suffering in consequence.

Foreign Ships Cut Grain Rates

Charters for grain and flour to Great Britain and continent are still being negotiated on a basis of $18 to $20. The latter is the shipping board rate, while foreign vessels are said to be accepting this business at $18 or less. The bulk of this business apparently has been moved, as there is little interest in this market. Additional cargoes of railroad ties are being taken to the United Kingdom, the latest charters for this being at $37.50, two shipping board carriers having been fixed. Until recently this rate was $45.

Brokers are offering to charter grain tonnage on a basis of $19 and tie business for the first six months of 1921 is in the market at $40. There is ample tonnage seeking lumber and rates are weak in proportion to the over supply of carriers.

If the shipping board decides to enforce Section 28 of the Jones bill after Jan. 1, additional complications may be added to the already very involved situation on the Pacific. In view of the amount of shipping board tonnage now idle in that territory it is understood the board takes the position there is ample American tonnage to handle all business offering. The importers and exporters are prepared to protest strongly against the enforcement of Section 28 without at least six months notice. Contracts for imports are made months in advance and importers claim they must have ample notice in order that their engagements may not be repudiated and their trade customs upset by so drastic a provision as that of Section 28.

Slump Affects Boston

The port of Boston has suffered in many lines from the general industrial slump, but the shipment of grain has been decidedly encouraging. The Boston-to-Pacific coast service also has proved so successful that the WEST ISLETA, an 8800-ton shipping board vessel sailing to Glasgow, has been transferred to the west coast service. The YALZA, a 7500-ton freighter has been assigned by the shipping board to the North Atlantic and Western Steamship Co. as an addition to the coast-to-coast fleet. Service from Boston to the Mediterranean has been temporarily held up because of the small amount of cargo developing. The trade from Boston to Scandinavia has, however, been encouraging and two sailings within the last few weeks have been made with profitable cargoes. They consisted chiefly of machinery, electrical apparatus, boots and shoes and rubber goods.

A second sailing has been made in the Far East service of Patterson Wylde & Co. This is a direct line to Yokohama, Hong Kong and Manila and is receiving favorable cargoes of machinery and manufactured products. Textile machinery has been prominent in the tonnage offered for the far eastern market.

As a whole the port is in the midst of its winter lull, which is expected to continue until early spring; but some new lines are being planned.

Many New Services Planned

The Morgan line is planning a service between Boston and other north Atlantic ports and Houston, Tex. The United Fruit Co. announces its intention of continuing the line between Boston and ports in Chile, Peru and other countries along the west coast of South America. The United States Mail Steamship Co. announces a new service from Boston to Queenstown, Cherbourg and Bremen. The fleet for this includes the GEORGE WASHINGTON, AMERICA, MOUNT VERNON, AGAMEMNON, PRESIDENT GRANT and POCAHONTAS. Announcement is made by the American-Hawaiian line that sailings from Pacific coast ports to Boston and New York shortly will be resumed.

The rate war has spread to Boston and has had the effect of reducing tariffs on many commodities. Grain has dropped off from above 40 cents, a month ago, to about 30 cents early in December. Some shippers, however, are refusing to take tonnage at 30 cents and 33 or 34 cents per hundred pounds represents the present market. Although detailed figures have not yet been compiled something over 100,000 tons of grain has passed through Boston and Portland.

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Ocean Freight Rates

Per 100 Pounds Unless Otherwise Stated

New York to	Via Established Lines: Grain	Provisions	Cotton (H. D.)	Flour	General Cargo cu. ft.	General Cargo 100 lbs.	††Finished Steel	Coal from Virginia cities
Liverpool	$ 0.40	$ 1.00	$ 0.90	$ 0.45	$ 0.50	$ 1.00	$10.00T	.....
London	0.40	1.00	0.90	0.45	0.50	1.00	10.00T	.....
Christiania	0.55	0.70	1.50	0.60	0.70	1.50	12.00T	10.00T
Copenhagen	0.55	0.70	1.50	0.60	0.70	1.50	12.00T	9.00T
Hamburg	0.32½	0.35	1.00	0.35	0.40	0.80	6.00T	7.50T
Bremen	0.32½	0.35	1.00	0.35	0.40	0.80	6.00T	7.50T
Rotterdam	0.35	0.50	1.00	0.50	0.50	1.00	8.00T	6.50T
Antwerp	0.35	0.40	0.75	0.40	0.45	0.90	7.00T	6.50T
Havre	0.35	0.30	0.50	0.35	—10.00T—		5.00T	6.75T
Bordeaux	0.35	0.30	0.50	0.35	—10.00T—		5.00T	6.75T
Barcelona	0.75	30.00T	1.35	0.80	—30.00T—		18.00T	7.00T
Lisbon	0.75	30.00T	1.35	0.80	—30.00T—		18.00T	7.00T
Marseilles	0.60	1.25	1.25	0.80	0.70	1.50	15.00T	7.50T
Genoa	0.50	1.10	1.00	0.65	0.65	1.20	12.00T	8.00T
Naples	0.50	1.10	1.00	0.65	0.65	1.20	12.00T	8.00T
Constantinople	.....	28.00T	1.25	16.00T	—28.00T—		18.00T	10.50T
Alexandria	0.65	1.12	.....	16.00T	0.62	1.12	15.00T	11.00T
Algiers	0.60	1.35	.....	18.00T	—28.00T		14.00T	8.50T
Dakar	23.00T	23.00T	.....	23.00T	—23.00T—		20.00T	.....
Capetown	30.00T	27.00T	27.00T	30.00T	—27.00T—		20.00T	.....
Buenos Aires	.....	.....	.....	.....	—20.00T—†		12.00T†	7.50T
Rio de Janeiro	.....	.....	.....	.....	—22.50T—†		16.50T†	7.75T
Pernambuco	.....	.....	.....	.....	—23.50T—†		17.50T†	8.00T
Havana	0.55*	0.63*	.....	0.55*	0.47*	0.74*	0.71*	5.25T
Valparaiso	1.25	1.25	1.16	1.16	0.70	1.25	18.00T	6.75T
San Francisco	.....	2.25	.....	0.85	.....	.....	0.75	.....
Sydney	.....	.....	.....	.....	25.00 to	30.00T	15.00T	.....

T—Ton. † Landed. †† Heavy products limited in length. * Extra charge for wharfage.

From North Pacific Ports to	Lumber Per M. ft.
San Francisco	$ 8.50
South California	9.50 to 10.00
Hawaiian Islands	15.00 to 17.00
New Zealand	30.00
Sydney	30.00
Melbourne-Adelaide	32.50
Oriental ports	12.50 to 15.00

From North Pacific Ports to	Flour and Wheat Per Ton
Oriental ports	$ 7.00
United Kingdom	18.00 to 20.00
Scandinavia	18.00 to 23.00

From North Pacific Ports to	Lumber Per M. ft.
Peru-Chile	$30.00
South Africa	42.50
Cuba	22.00 to 23.00
United Kingdom	60.00
United Kingdom (ties)	37.50 to 40.00
New York	24.00
New York (ties)	20.00

From North Pacific Ports to	Steel Per Ton
Oriental ports	$11.00

From North Pacific ports to	Cotton Per Ton
Oriental ports	$20.00 to 25.00

Principal Rates To and From United Kingdom

	s	d
Grain, River Plate to United Kingdom	40	0
Coal, South Wales to the Near East	20	0
Coal, Newcastle to France	15	0
Iron ore, Bilboa to Middlesborough	18	0
General British market, six months time charters, per ton per month	15	0

Sharp Declines in British Charter Market

(From Our European Manager)

London, Dec. 10. (By cable).—Heavy decline in the grain rate from the River Plate features the British charter market. This decrease is reflected in all routes, the markets showing general weakness. Further decline has developed in the Spanish ore rate. Vessel tonnage is offered freely, the supply being the greatest for some years. British coal exports have mounted due to the increasing production following the settlement of the coal strike. Joiners in shipyards throughout the British Isles are striking against a weekly wage reduction of 12 shillings. The decision of shipbuilders to lower labor costs followed a widespread cancellation of ship contracts which demonstrated the acute need for lowering costs of production.

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Late Decisions in Maritime Law

Legal Tips For Ship Owners and Officers

Specially Compiled for The Marine Review
By Harry Bowne Skillman
Attorney at Law

CHARTER stipulation that freight was to be prepaid on signing bills of lading, and prepaid freight was to be considered as earned, and was to be retained and irrevocable, are entirely consistent with stipulation to the effect that the vessel has a lien for all freight, dead freight and demurrage. A lien may be created by contract between the parties, not only for freight, but for dead freight, demurrage, and as many more of the usual claims of the shipowner as they may choose to name. "Where," said the court in the case of ADDISON E. BULLARD, 258 *Federal Reporter* 180, "it is stipulated that all the freight to accrue is to be prepaid, that prespaid freight is to be considered as earned and to be irrevocable, and that the vessel has a lien for all freight, is made clear that a lien is given and made enforceable for the freight from the time it is is to be prepaid, that prepaid freight in the charter party does not leave it in doubt that what was required to be 'prepaid on signing bills of lading' was freight in the sense in which that word is understood in maritime law. Under such a contract the accrual of the lien is not postponed until the vessel breaks ground."

* * *

A drydock company engaged to do work exclusively on the exterior of the hull of a vessel, which remained in control of the master, the captain continuing in command, and he and the crew staying on board, cannot, in absence of contract, according to the decision in Seaboard & Gulf Steamship Co. vs. Baltimore Dry Docks & Ship Building Co., 258 *Federal Reporter* 222, be held liable for failure to furnish heat to the vessel, resulting in the freezing and bursting of pipes and injury to machinery.

* * *

As a general rule, the agent of a vessel is not entitled either to a lien for advances or to be subrogated to the liens of creditors whom he has paid in the usual course of his agency. Under ordinary circumstances, one part owner of a vessel cannot obtain a lien against his co-owners; and a stockholder in a company owning a vessel has been regarded as a part owner. It is conclusively settled that for advances of money made to a master in a foreign port to enable him to meet the necessities of the vessel in the way of repairs, wages and supplies, a lien exists: PURITAN, 258 *Federal Reporter* 271.

* * *

Where a vessel is injured in collision, damages for loss of use cannot be awarded because such vessel might have made some profit. "The question is not of the possibility of employment," it was said in the case of WINFIELD S. CARLILE, 258 *Federal Reporter* 318, "but of actual loss; not what possibly could have been made, but what would have been made.

* * * * The fact, that a tort had been committed only calls in play the rule of *restitutio in integrum;* so that, where injured cargo nevertheless brought the full market value, the tortfeasor was not called upon to pay damages in respect thereof."

* * * A stevedore under contract to discharge a ship into lighters or scows is bound to stop work when and if it becomes unsafe to continue loading without trimming. He may call on his principal or employer to do the necessary work, but he proceeds in a work endangering others at his individual peril; and the fact that his paymaster, when engaging him, economized by refusing to pay for trimming, does not relieve the stevedore who loads badly (i.e. out of trim), and though it may emphasize it does not cause any liability to third parties, on the part of the economic employer—ADAH, 258 *Federal Reporter* 377.

* * *

Under a charter clause which requires the ship to deliver cargo alongside any wharf or pier, the ship's obligation terminates as soon as the cargo is landed upon the wharf, and in no aspect can any wharfage charged thereafter be on the ship's account. Under further clauses reading, "expenses for loading and unloading shall be at charterer's expense" and "steamer to pay all court charges and pilotage on ship at ports of loading and discharge as customary," the ship is chargeable only with the customary berthing charge for one day, but not with so much more, though included in one sum, as is charged for berthing, together with the use of the wharf to receive the cargo for the same time. This second element is no more chargeable to the ship, it was decided in PIGO, 257 *Federal Reporter* 586, than the hire of lighters, were the discharge by lighters. It also follows that the charge for lights is on charterer's account.

* * *

The court, in the case of STEGER vs. ORTH, 253 *Federal Reporter* 619, said that it would indeed be a singular construction of so well known a document as a charter party to hold that the charter necessarily terminated with the expiration of lay days. Continuing, the court said, "Doubless an agreement may be made in such terms that, if no cargo is furnished before the expiration of lay days, the shipowner may cancel and seek other business. Where the agreement is to load at a certain rate and thereafter pay demurrage, demurrage is the agreed compensation for the use of the ship for a reasonable time after the expired period of her loading is completed. For such reasonable time the ship must wait."

* * *

Where a collision occurs exclusive of natural causes, without fault of either party, the loss must rest where it falls. No one should be held responsible for an accident brought about from causes which could not be reasonably anticipated or provided against; but, where either party is at fault, this doctrine has no application. Inevitable accident, as applied to a case of this description, means a collision, which has occurred, when both parties have endeavored by every means in their power, with due care and caution and a proper display of nautical skill, to prevent the happening of the same—DJERISSA, 258 *Federal Reporter* 949.

* * *

The motorboat act of June 9, 1910, ch. 268, which declares that the word "motorboat" shall include every vessel propelled by machinery and not more than 65 feet in length, and which provides that motorboats, when propelled by sail and machinery, or under sail alone, shall carry colored lights, suitably screened, but not the white lights, prescribed by the section, does not apply to a vessel 87 feet long, propelled partly by sail and partly by gasoline engines, so that such a vessel must carry the white lights prescribed by the act.—ALICE M. GUTHRIE, 257 *Federal Reporter* 472.

* * *

It was held in the case of Empire Engineering Co. vs. Reid Wrecking Co., 257 *Federal Reporter* 770, that in admiralty "the rule of ***restitutio in integrum*** is applied as the measure of damage for injury to vessels from collision; that is, sufficient damages are allowed to restore the vessel to the condition in which she was at the time of the collision, regardless of enhancement in value." It was further decided that where a vessel is injured through the negligence of a bailee who has the vessel in his custody at the time of the damage, he has the burden of showing that the damage was not sustained through his fault, and that in the ascertainment of the loss upon a prima facie showing that the repairs were necessary, and caused by the fault of the bailee, a case where recovery is made out unless there is contrary evidence of a more reliable character. It is, of course, necessary that the condition and serviceableness of the injured vessel or parts, prior to the collision, be shown with reasonable certainty.

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Architects and Engineers Meet

Society Now Twice as Large as In War Period— Discuss Technical Problems of Peace Construction

WITH a larger total membership and larger attendance than ever before, the Society of Naval Architects and Marine Engineers held its twenty-eighth annual meeting in New York on Nov. 11-13. In some respects this was one of the most notable sessions of the society, enthusiasm and optimism prevailing despite reports of shipbuilding inactivity and the inefficient management of the American merchant marine by the United States shipping board. Normal conditions in shipbuilding face the industry with the result, it was felt, that the present sees the lowest ebb of the business. The general tenor of the convention was one of hopeful anticipation.

So far as the meeting itself was concerned war work is over.

Discussions were limited to technical problems the engineers are meeting in filling the needs of the commercial fleets. Only 10 set papers were read and discussed during the two days of the business sessions, at times with some heat and conviction. Some 1200 members attended the annual banquet, Nov. 12. Saturday was given over to an excursion to the shipyard of the Federal Shipbuilding Co., Kearny, N. J.

Address of H. L. Ferguson

Admiral Washington Capps unavoidably was prevented from attending the convention, he having been sent to the Pacific coast on government work. Homer L. Ferguson, president of the Newport News Shipbuilding & Drydock Co., Newport News, Va., presided in his stead. In his opening address Mr. Ferguson said:

"During the past year, there has been a gradual and sure development of comparatively new ideas in design and building. Oil burning in steam boilers has more and more tended to replace coal, and on account of the greater convenience and lessened labor has tended to become a necessity." He pointed out that crews select the oil-burning vessel and, therefore, he thought the oil-burner has come to stay at least so long as the world's supply of oil lasts.

"In spite of some setbacks," he continued, "geared turbines of suitable design are produced by so many that their success is generally accepted.

"The internal combustion engine is probably receiving more attention at this time than any other one item, and the increase in use and effectiveness of this type of engine may be confidently expected.

"Electric drive for war vessels has become a demonstrated success in spite of some troubles and is being adapted to merchant ships as well.

"In shipbuilding, the growth of the use of oxyacetylene and of electric welding is one of the most noteworthy developments of recent years, and it would be difficult to estimate the time and money saved by them in quick ship and plant repairs."

Mr. Ferguson then frankly discussed the present depressing signs in shipbuilding, saying:

"At the present time, probably one-half the men engaged in shipbuilding during the war, have been laid off. There will be a further inevitable decrease in shipbuilding due to lack of new orders, and the equipment by the government of practically all navy yards to do building, both large and small." He pointed out that five of the navy yards are now equipped to build capital ships. This means private yards can not any longer expect to obtain any great share of naval shipbuilding. This is most important inasmuch as in the past the navy work was the backbone of American shipbuilding.

"While this society," he said, "was founded to promote and foster the art of shipbuilding, it must be remembered that there must be something to practice on if the art is to live with us, and I, for one, do not believe we will ever have a marine without some form of protection." He declared that the full membership of the shipping board should be appointed and that body set to work upon the duties originally intended for it in the merchant marine act.

"A cause of congratulation to all Americans interested in shipping has been the growth, particularly during the past year, of insurance organizations in connection with our business, of a classification society destined to become great, and of American branch banks in many parts of the world. These are all essential and component parts of our commerce and necessary to the proper development of a marine. And, on the whole, a great work has been done in starting our citizens again upon the sea and interesting many responsible Americans in ships. If the operation of American ships is reasonably profitable, there will be no lack of men or of money."

Some Types Overproduced

It was recognized there has been an over-production of a few certain types of ships, notably the fabricated boats and cargo boats in general. However, private steamship companies have many plans under discussion and, if the Washington administration after next March shows the proper spirit, these will be developed. New passenger vessels must be built and there is a tremendous construction program in mind for coastwise services. The coastwise fleets were depleted by the war and no building has been done for that trade since 1913.

The council of the society met on Wednesday, Nov. 10, and made a few appointments to office. Daniel Cox, secretary and treasurer, reported that the membership of the society on Oct. 31, 1919, totaled 1393 and at the close of the annual meeting in 1920 it totaled 1590. During this time there have been eight deaths and 15 resigna-

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(Elected in 1918 for three years beginning Jan. 1, 1919)

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For term expiring Dec. 31, 1923

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SECRETARY AND TREASURER

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President, and Secretary-Treasurer, Ex-Officio.

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For term expiring Dec. 31, 1923

H. C. SADLER — C. F. BAILEY
E. H. RIGG — D. H. COX — W. H. TODD
WILLIAM MCENTEE.

(To fill vacancy caused by promotion of W. A. Dobson to be vice president)

ASSOCIATE MEMBERS OF COUNCIL

H. L. ALDRICH
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tions. Two years ago the membership of the society was but 960.

Discussions opened at the earlier sessions touching upon shipping and shipbuilding conditions, were further advanced and replied to at the banquet on Friday night. The speakers upon this occasion were Hon. George W. Edmonds, member of congress from Pennsylvania, and Hon. John MacCrate, now justice of the supreme court of New York and formerly a member of congress from Brooklyn. Mr. Edmonds, as the second ranking Republican member of the committee on merchant marine and fisheries of the house of representatives, gave an outline of the Jones act. He pointed out how that law is calculated to assist shipping and thereby encourage shipbuilding. This law, he said, had not yet been put in effect because the President had not set up the shipping board authorized thereunder, and, furthermore, the President has refused to carry out its main provision, that is, the repeal of the commercial treaties. The remarks of Congressman Edmonds were loudly applauded.

The business sessions were significantly silent about economic conditions in the industry and dealt strictly with technical problems. Prof. Lawrence B. Chapman began the discussions with a paper on "University Education in Ship Construction and Marine Transportation." He explained the method of instruction in vogue at Lehigh university, and other speakers supplemented this with explanations of the instruction offered at Webb institute, Michigan and other colleges. Practical shipbuilders present criticized the courses in that they attempted to teach the student executive and general economic subjects. They pointed out that, if the schools would give the student a good basic knowledge of the technical subject the yards and the shipping companies would themselves teach them to become executives.

Lieut. Commander H. E. Saunders, U. S. N., read a paper on "Launching of Ships in Restricted Waters," detailing an account of the launching of the battleship CALIFORNIA at the Mare island navy yard in November of last year. The speed of the vessel was checked by chains from the ship attached ashore to brakes operated by hand power. In this instance, the chains broke but the same method is to be used in the next launching. Some of the members suggested that in similar cases, the declivity of the ways should be reduced so a launched vessel would have only sufficient speed to carry her down to the water.

H. F. Norton read a paper on "New 20,000-Ton Tankers." These are the two vessels the Newport News Shipbuilding & Drydock Co. is building for the Standard Oil Co. A similar ship, 15,000 tons in measurement, building at the yard of the Federal Shipbuilding Co. for the same owner, was described in the September, 1920 issue of MARINE REVIEW. The larger vessels are the largest tankers yet built and contain several unique features of design, especially in connection with the structural work.

Alfred J. C. Robertson read a paper on "Economical Cargo Ships—Some Model Experiments." This was a continuation of a paper of last year in which the same writer analyzed the effect of the size and speed upon the economy of freight ships. The paper this year presented the results and particulars of some model experiments carried out with the object of arriving at the best form for propulsion of full cargo ships. It was pointed out that, previously it has been the practice of making tank experiments only for naval designs, and that much benefit would evolve to merchant ships if tank tests of commercial designs were made more frequently.

Rivet Spacing for Oil-tight work

Hugo P. Frear read a paper on "Notes on Rivets and Spacing of Rivets for Oil-tight Work." This proved of especial interest in view of the constantly increasing use of oil for fuel at sea and of the large tonnage of tankers which is now under construction. It was explained that few new developments had been made so that the author attempted to outline in brief the most acceptable practices now in use.

Commander William McEntee, U. S. N., opened the sessions on Friday with a paper on "Comparative Tests of Bilge Keels and a Gyro-stabilizer on a Model of the United States Aircraft Carrier LANGLEY." This paper followed along the lines of a similar discussion had at the previous meeting of the society. The author found, however, as a result of the experiments on the LANGLEY that loss of speed is found to occur when ships are rolling heavily. Under these circumstances, he said, the power and weight devoted to the means of stabilizing a ship are more than amply repaid by the saving effected in the power required to drive her.

Luther D. Lovekin presented a paper on "Surface Condensers" which brought forth considerable discussion. Mr. Lovekin's condenser, which he described in his paper, was built for the navy and he discussed the novel innovations introduced. He said that, had the marine engineers of the world fully understood the principles of surface condenser design during the past 25 years, as well as they do today, the surface condensers for most of our reciprocating engines in the merchant service could have been built with from 25 to 50 per cent less surface and still had the same reserve factor for dirty tube surface.

David Arnott presented a paper on "Rules and Regulations for Freeboard." This was largely a collation of the laws of various maritime powers on the subject and a history of the problem in the United States. It was considered one of the most valuable contributions to the subject ever presented before the society and, being comparatively exhaustive, received but little discussion.

Ernest H. Peabody read a paper on "Recent Advance in Oil Burning." In this instance, Mr. Peabody gave a description of his own particular mechanical burner indicating why it is better adapted to naval use than is the ordinary commercial burner. This was due, he said, chiefly to its flexibility.

Rear Admiral C. W. Dyson, of the bureau of steam engineering, U. S. N., closed the business sessions with a paper on "Problems of the Hull and its Screw Propeller." This paper represented some detailed experiments and presented the results in detail. He pointed out that the hull with its propeller must be treated in conjunction in solving the problem of propulsion. To treat of the propeller without its accompanying hull is to lose time in the ultimate complete solution of the problem involved. Admiral Dyson's paper represented the results of many years study of the subject.

Saturday the society visited the yard of the Federal Shipbuilding Co. and witnessed the launching of the STEEL TRADER, a vessel built for the United States Steel Products Co. This type of ship, a number of which are being built for the same owner, was described in a recent issue of the MARINE REVIEW. Among the members joining the excursion were W. D. Hoxie, president of Babcock & Wilcox; W. W. Smith, of the Federal Shipbuilding Co.; H. H. Magoun, vice president of the New York Shipbuilding Corp.; C. P. Wetherbee, vice president of the Bath Iron Works; J. S. Milne, chief engineer of the Todd Shipyards Corp.; Capt. H. M. Seeley of the steamboat inspection service; Capt. C. A. McAllister of the American Bureau of Shipping, and W. J. Parslow, vice president of the Consolidated Shipbuilding Co.

Limited business now is being done with Vladivostok. The Admiral line within the last month sent two of its transpacific liners into the Siberian port for outward cargo. Reports from Vladivostok are to the effect that a new regulation provides all port and customs dues must be paid in gold.

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Rivet Spacing in Oil-Tight Joints

Tankers Create New Problem to Ship Designers and Builders — Conversions Brought Difficulties in Seam Riveting

THE present high state of efficiency of the modern tanker leaves little to be said on rivets and rivet spacing for oil-tight work that would be both new and conservative; and it may be safely said radical departures from the practice arrived at as the result of years of experience would invite trouble.

Riveting is unquestionably one of the greatest, if not the greatest, item of expense entering into the cost of construction, and the unprecedented demand for tankers and oil-burning vessels at this time magnifies its importance. Experience has become much more general in both the building and operating of tankers, and perhaps this was thought to be an opportune time to provoke discussion along other than traditional lines.

Rules governing rivets and spacing of rivets for oil-tight work, as covered by the classification rules of the navy department, the British admiralty, etc., does not vary radically although, on account of higher stresses used, a greater spacing is adopted in some parts for naval vessels. It must be borne in mind, however, that naval vessels are not subject to the great variations in load encountered in the merchant marine, and therefore the stresses can be anticipated with greater accuracy. Rules for rivets and rivet spacing are the result of evolution arrived at by rule of thumb, experience, size of rivet found practicable to drive, spacing suitable for caulking, experiments, calculations, survey reports on damage cases, etc., and, in the opinion of the writer, generally are satisfactory with very few exceptions, which will be referred to later.

Oil tightness depends more on good workmanship, perhaps, than on any other one thing, especially so far as riveting is concerned. If every rivet could be guaranteed 100 per cent perfect, slightly greater spacing would be practicable and might be allowed by classification societies, except where a given efficiency of joint is essential. The same standard of workmanship does not exist throughout the yards of the world or in some cases even throughout the same vessel. It is obvious there must be a common rule for all and the required rivet spacing is designed therefore to guarantee good results for the average standards of workmanship.

It was stated above that the rules for rivets and spacing of rivets for oil-tight work had been arrived at by a process of evolution, and it may not be out of place to refer briefly and in a very general way to some of the early bulk oil carriers and to some precedents in connection with conversion jobs on account of the large number of vessels which have been and will be converted to carry fuel oil. While there were probably some barges in existence prior to 1872, it was in that year the first bulk oil-carrying steamer was built at Palmer's, Newcastle on Tyne, England. Although this vessel was built especially for carrying oil in bulk, she had a double bottom, and the indications are the rivet spacing was the same as in vogue at that time for water-tight work. Following this date, new bulk oil carriers were built from time to time; but for about three decades converted vessels contributed more or less to increasing the fleet.

During this period the spacing of rivets, even for water-tight work, was in some respects greater than at present and vessels frequently leaked a little when new. But they were built of iron and the joints soon rusted up tight, thereby increasing the friction of the riveted joints and resulting in stronger and more durable vessels under existing conditions. This rusting-up process, however, would not take place in the case of new vessels built to carry crude or lubricating oils in bulk, and on that account some of the converted vessels were tighter than new tankers. It was during this period that the importance of the friction of the joint referred to above became more generally appreciated.

Gasoline Aids Oxidation

Oxidation takes place in tanks carrying gasoline, and this rusting-up process penetrates into the seams. On this account it might be beneficial to carry a cargo of this character on the first voyage or two as is sometimes done. Tests have demonstrated that, while the friction of the joint has no effect on the ultimate strength, it has a safe factor above working stresses where workmanship is good. If there is the slightest slip, defective rivets will come to light. Therefore, in oil-tight work intimate metal-to-metal contact is of the greatest importance for permanent oil tightness especially where subject to alternating stresses set up by the working of the ship.

Serious recurring damage, constant necessary repairs and resulting cost to underwriters during much of this part of the history of oil carrying in bulk were attributed to inadequate scantlings, improper distribution of material, insufficient riveting, poor workmanship, long tanks, overloading and limited knowledge of manipulating large quantities of water ballast, especially in the case of exceptionally long tanks. Investigation by Dr. James Montgomerie over a period of thirteen years prior to 1909 conclusively showed recurring damage was more frequent where the tanks were more than 30 feet long. Early tankers, both new and converted, had relatively less beam and were consequently easier in a seaway, yet the penetrating character of the oil sought out weak spots and loosened rivets developed under new stresses created by carrying oil in bulk. The first leaks frequently occurred at the ends of stiffeners and in rivets connecting frames to shell, which were subject to stresses not common in ordinary vessels. After these started the vessel began to work more, and progressive damage followed, frequently resulting in almost entirely reriveting the vessel. There was a fad about this time for plug-headed rivets, but these were abandoned because they would not draw the work up sufficiently close and created greater difficulty in securing high quality of workmanship. The old reliable pan head was found to produce the most intimate contact and to be more permanently oil-tight and was recommended except where some other types were absolutely necessary.

Up to 1894 there were built or building to Lloyd's classification sixty-four tankers, yet the society did not consider that it had sufficient experience to lay down definite rules for their construction. In this year, however, Benjamin Martell, chief surveyor to Lloyd's *Register*, read a paper before the Institution of Naval Architects wherein he outlined his views on details of construction and riveting for bulk oil carriers, recommending three diameters for oil-tight work. This paper was distributed and for a number of years served as a guide to

From a paper read by Hugo P. Frear, member, at the twenty-eighth general meeting of the Society of Naval Architects and Marine Engineers, New York.

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shipbuilders in the design and construction of tankers intended to be classed at Lloyd's.

Within a comparatively short time after this, Bureau Veritas, apparently profiting by this paper, published rules for tankers, and the American Bureau of Shipping published their first rules in 1902. The first rules of Lloyd's did not appear for general use until 1909. Both Bureau Veritas and the American Bureau recommended three and one-half diameters at the start, while Lloyd's specified one more rivet in a frame space than required for water-tight spacing resulting approximately in three and one-half diameters. According to the recollection of the writer there was a period when Lloyd's practically decided not to class any more converted vessels, but both workmanship and details of construction must have improved, as many converted vessels have since been classed and have given good service.

Evolution was a slow process, and no doubt in numerous cases the true cause for failure was not recognized. Mr. Martell realized this when he wrote his paper and provided for tanks not over 24 feet in length, increased stiffeners and brackets, as well as closer spacing of rivets. Had the earlier tankers been better designed as regard tanks, stiffeners, brackets and compensation, where needed, the question of rivets and spacing of rivets for oil-tight work possibly might have received somewhat less attention during those troublous times. This appears to be a reasonable inference from the fact so many converted tankers since have given long and satisfactory service.

Double and Single Riveting

Rivets in the shells of the early tankers were continually getting loose and leaky, while it is very rare that the shell rivets spaced for water-tight work of later converted vessels, where the interior details of construction were in accord with Mr. Martell's recommendations or classification rules, showed leaks. The comparatively slight variation in the spacing of shell rivets would not account for this great difference and must be attributed somewhat to improved details of construction and, in a measure, superior workmanship.

That oil-tight work should be double riveted was an accepted rule. This is still the general requirement, but single riveting now is permitted in the seams of double bottoms intended for carrying fuel oil. This concession was not made until after many vessels in commission had been converted to carry fuel oil in their double bottoms with single-riveted seams and their class continued. The writer recalls a large vessel on the stocks with tank top required to be double riveted to carry fuel oil, while at the same time an old vessel lying in a wet slip alongside was being fitted to carry fuel oil in the double bottom where the tank top was single riveted.

Both new and old single-riveted tank tops, where fuel oil is carried in double bottoms, have proved a success. Why should there be any greater risk in single-riveting the seams for decks and trunks of tankers, which are subject to less test head and deflection, especially where the spacing is made closer for oil-tight work? This is a parallel case to double bottoms above noted, for both Lloyd's and the American Bureau have vessels on their books, which have been fitted with deep tanks for fuel oil, retaining the original single-riveted decking. This point has been discussed with representatives of both the above societies and one of the largest shipowning oil companies. They agreed that there would be no real objection with crude oil. Just how far this argument could be carried for tankers intended or liable to carry bulk gasoline or other light distillates is an open question. If single-riveted seams are tight for crude oil, would they be as tight or rust up tighter with gasoline? Lloyd's do not permit gasoline to be carried in single-riveted double bottoms, but it is not known whether or not it would be permitted even with double-riveted seams with dry cargo above.

The writer was closely associated with the conversion of three passenger steamers to carry about 18,000 barrels of fuel oil in deep tanks forward of the fire room. The vessels had double bottoms, which were opened so as to form part of the deep tanks, but the water-tight divisions in the double bottom did not coincide with the tank bulkheads and a portion of the double bottom under each tank formed a part of an adjoining deep tank. In other words, the transverse bulkheads extended, so to speak, under the next tank to the first double-bottom division and then down to the keel, the new part above double bottom being double riveted and the horizontal part, or what was the original double bottom, being single riveted. The after tank extended in this way under the forward fire room. These vessels have given excellent service, notwithstanding they were built during a strike where the best work could not be expected.

It is not concluded from this that it would be advisable to single-rivet transverse bulkheads in tankers, but, with a view to eliminating possible unnecessary expense, it might be well worth considering whether or not there would be serious objection to single-riveting the longitudinal seams of center-line bulkheads with the exception of the lower seam. A cargo is sometimes made up of more than one kind of oil, therefore it is important transverse bulkheads be absolutely tight. Different kinds of oil have seldom been carried on opposite sides of the center-line. So it would appear a single-riveted longitudinal bulkhead would fulfil every function the trade demands.

Specified Three Diameters

As noted above, Lloyd's in their first announcement, more or less official, recommended three diameters for all oil-tight spacing. This was, in some cases, applied literally. Two vessels were converted in the vicinity of New York to carry oil in bulk, on which a spacing of three diameters was required in both rows of rivets in the flanges of single 5 inches by 5 inches bulkhead bounding bars. This both crowded the rivets and unnecessarily impaired the strength of the shell plating. Classification societies now allow a spacing of five diameters connecting bulkhead bounding bars to shell.

Lloyd's formerly recommended single double-riveted bulkhead bounding bars, but later gave the builder the option of using double single-riveted bars. The general practice now is to use double single-riveted bars with countersunk heads and points and bars caulked on both flanges on each side. The writer is inclined to favor single double-riveted bounding bars and pan-head rivets in standing flange with caulking on one side, because it is believed this lends itself to cheaper and better workmanship and would insure the parts being drawn up more closely. Countersunk heads are, of course, unavoidable in the shell flange. On the Clyde, bulkhead bounding bars frequently are hydraulically riveted on the ground, using pan-head rivets and finishing with snap heads and points. Similar practice universally is followed in this country in the case of locomotive oil tenders and tank cars. Snap rivets driven by hand also are satisfactorily used in the construction of oil storage tanks.

There are two vessels now building for the same owner in different yards with double single-riveted bulkhead bounding bars with countersunk head rivets, where in one case every rivet is required to be caulked head and point before testing, while in the other case

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none of the rivets are being caulked before testing. A good pan-head rivet never should require caulking before testing. Pan-head rivets are used in the bulkhead stiffeners and are not required to be caulked before testing. This seems to indicate it is considered the countersunk head rivet requires more doctoring. In the case of another vessel now building, inspectors are instructed rivets are to be caulked before testing, in bulkhead bounding bars, heads and points, in all four flanges, also rivet points, through bulkheads in clips connecting longitudinal brackets to bulkheads. In the same instructions it is recommended that as few rivets as possible be caulked, before the water test, as it is desired the rivets be driven in such a manner as to be tight without caulking.

Where double bounding bars are fitted, careful workmanship is necessary to insure the two shell flanges, lining up perfectly for intimate contact. To overcome this difficulty and with a view to better and more economical work, T-bars have in some cases been used, although the present available 6½ inch by 5½ inch T-section does not provide sufficient width of shell flange on that side on which the bulkhead plating connects to the standing flange for best spacing of the rivets. A more general use of this type of bounding bars has been recommended by some owners and with this in view, two of the large shipbuilding concerns have without success urged the steel companies to roll a larger section. Conditions, however, would be substantially the same as with single bounding angles. Pan-head rivets could be used except in one flange, three-ply work would be eliminated, and only two edges would require caulking. A single angle as recommended above would have the same number of rivets, the same amount of caulking, and be more easily set.

In gunwale bars, Lloyd's require four and one-half diameters for water-tight work and five diameters for oil-tight work, which does not seem consistent. In a recent case, 1-inch rivets were spaced five diameters in a 5-inch by 5-inch gunwale bar for oil-tight work and appeared to be too crowded for the width of flange and size of rivets. Probably a larger bar or six diameters would have presented a better appearance.

The table gives, for a number of selected parts, the rivet spacing recommended by Martell in 1894 for oil-tight work and present requirements for both oil and water-tight work of Lloyd's, American Bureau, United States navy, and British admiralty.

Conditions briefly referred to above, no doubt, fully justified Mr. Martell in recommending a spacing of three diameters for satisfactory oil-tight work. Better design, construction, and workmanship however, have demonstrated that strong, staunch ships can be built with wider spacing and be suitable for carrying oil in bulk. Scantlings and riveting must be sufficient to resist the stresses brought upon them, and there must be no slipping of the joints. When this condition is fulfilled the work should be oil-tight whether the spacing is according to present oil or water-tight practice. It will be noted in connection with merchant vessels converted to carry cargo or fuel oil that the spacing is generally four and one-half diameters in the shell.

If oil-tight work depended less on the strength of the riveted joints and of the structure as a whole, and to a greater extent on spacing that would permit caulking without the edge raising, wider spacing could be used. Work that might be tight under static head would not necessarily be tight on parts subject to the working stresses of a vessel in a seaway, but might on certain parts where these stresses were in a measure absent. Any design, spacing, or workmanship which will not permanently prevent the joints from slipping will not remain oil-tight.

Extensive use of oil for fuel in naval vessels during the last few years has brought up for consideration and settlement many problems in design, which did not exist in coal-burning vessels. In vessels of great length, such as scout cruisers and battle cruisers, longitudinal bulkheads are used as strength members. The riveting connections in these bulkheads must be designed to obtain maximum strength, and the riveting should not be so closely spaced that more material is punched out of the plating than allowed in the calculations, without compensation. If these bulkheads form boundaries of oil tanks, it becomes a matter of importance, when transverse bulkheads join the longitudinal strength bulkheads, to avoid too close spacing in the bounding bars. If the strength bulkhead is designed for a spacing o six diameters fo rivets in stiffener and oil tightnes demands five diameters at a transverse bulkhead, it becomes necessary to introduce compensating liners, which add to the weight and, on account of the extra thickness of plating, increase the difficulty of making the structure properly tight.

The hull division of the Philadelphia navy yard recently made a test on an experimental box to determine if a six-diameter spacing of rivets would be satisfactory under the conditions as stated above. Naturally it may be expected a wider spacing for oil-tight work can be used, where the bulkheads are close together, where the stresses due to swash are not severe, and where alternating stresses are of secondary consideration. Six diameters might be quite suitable on a deck near the neutral axis but unsuitable for parts subject to stresses resulting from the vessel working in a seaway or from shocks of gun-fire or explosion. In this test it was found the caulking of bounding bars to heavy bulkheads was satisfactory under a 60-foot head with a six-diameter spacing in the connection of transverse to

Approved Rivet Spacing for Oil-Tight Work

	Martell, 1894	Lloyd's 1919-20 rules		American Bureau 1919-20 rules		U. S. Navy		British Admiralty	
	O. T.	O. T.	W. T.	O. T.	W. T.	O. T.	W. T.	O. T.	W. T.
Shell plating seams	3	3½	4	3¾	4½	3½	3½–5	4	4–4½
Deck plating seams	3	3½	4½	3¾	4½	3½	3½–5	4	4–4½
Bulkhead plating seams	3	3½	4½	3¾	4½	3½	3½–5	4	4–4½
D. B. plating seams	3	3½	4	3¾	4½	3½	3½–5	4	4–4½
Tunnel plating	3	3½	4½	3¾	4½	...	...	4	4–4½
Frames to shell	6	6	7	6	*	8	...	4	7–7½
Deck bars	.	5	4½	...	...	...	4½	4	4½
Bulkhead bounding bars	3	5	5	5	5	5	5½	4	4½
Bulkhead stiffeners	6	6	7	†	†	6	6	6	7
Tunnel stiffeners	6	6	7	7	7	...	...	6	8
Shell butts	3	3½	3½	3¾	4½	3½	4½	4½	4½–5
Deck butts	3	3½	4	3¾	4½	3½	4½	4½	4½–5
Bulkhead butts	3	3½	4½	3¾	4½	3½	4½	4	4½–5
D. B. butts	3	3½	4	3¾	4½	3½	4½	4	4½

*7 up to 27-inch frame spacing
6 above 27-inch frame spacing.
5½-inch deep tanks.
†7 Generally.
5½ deep tanks.
4 for 15 per cent length each end.

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longitudinal bulkhead and five-diameter spacing in bar connecting to the shell. No gunning was used and no special effort made to have the box absolutely tight on the first test.

A similar tank recently was tested at the New York navy yard also to demonstrate the efficiency of six diameter spacing for T-bar stiffeners and for bounding bars to bulkheads. The tank was first subjected to a test head of 65 feet of water and found to be tight; then to a twenty-four hour endurance test with oil at the same pressure. Then the pressure head was increased to 93 feet, which pressure was maintained for four hours without leaks. The results of the tests appeared to indicate that in fairly heavy plating, where the members are not under the influence of other stresses than those due to lead, six diameters are suitable. The thickness of angle bars, it was suggested, should preferably be not less than three-eighths of an inch. It is understood that further tests were directed to be made on experimental tanks at navy yards, as the navy contemplated revising its rules for oil-tight riveting due to the very considerable increase in amount of oil-tight work involved by new construction. A description of these tests in greater detail would be interesting, but, unfortunately, full particulars are not at hand.

It has been the practice in naval work to use a spacing of three and one-half diameters for oil-tight work in seams and straps, four diameters in angles to plates including staples, and four and one-half diameters on bulkhead stiffeners if caulked oil-tight. This is a closer spacing than is required for water-tight work. Experience in the construction of oil tanks in double bottoms seems to indicate that, with ordinary good workmanship, water-tight spacing will be satisfactory for oil. While the naval authorities are not prepared to make the spacings the same, a compromise has been made allowing a somewhat greater spacing than called for by the navy rules for oil-tight work. For single-riveting three and one-half diameters are retained, but four and four and one-half diameters, depending on the thickness of the plates are now accepted; five diameters are used in bounding bars of oil-tight floors.

One of the larger builders, as a result of mathematical analysis, has suggested the following spacing as permissible, provided considerations other than oil-tightness did not determine the spacing:—

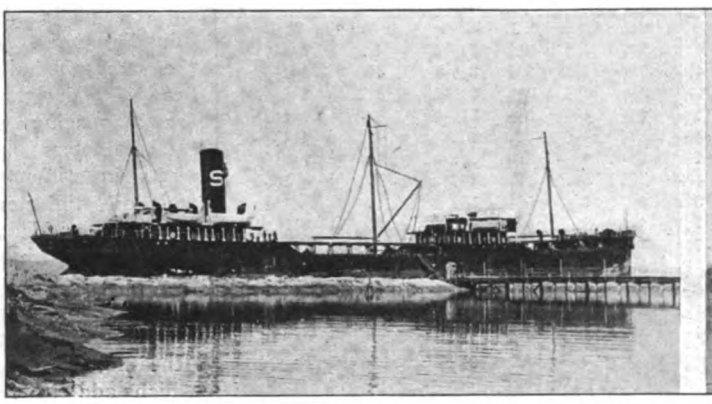
Diameter of rivet, inches	Thickness of plating, inches	Spacing in diameters, inches
⅝	7/16	3.6
¾	9/16	4.2
⅞	½	4.9
1	¾	5.6
1⅛	1	6.3
1¼	1¼	7.0

The above spacings were based on the supposition three and one-half inch diameters were satisfactory for a 10-pound plate using five-eighths-inch rivets, and assuming the deflection of the plate edge caused by caulking probably varies as the ratio of the fourth power of the distance between rivets to the fourth power of the thickness of the plating, and that the extension of the rivet varies as the ratio of the distance between rivets to the area of the rivet. In order to make practical use of the above it was suggested water-tight spacing be used for rivets in oil-tight work on naval vessels.

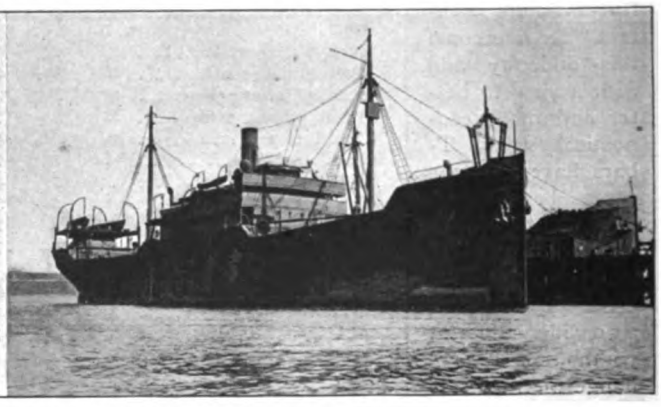
A naval constructor stationed at the same yard carried the investigation further by considering the deflection caused by caulking and by the amount of general deflection of plating due to water pressure, and suggested the following spacing would be satisfactory: —15-pound plate, 4 diameters; 20-pound plate, 4.5 diameters; 25-pound plate, 5 diameters; 30-pound plate, 5.3 diameters; 35-pound plate, 5.6 diameters. The above were deduced without reference to strength of joint and, it was pointed out, this consideration might be more important than questions of tightness. For five-eighths-inch rivets in 10-pound plating it was shown that approximately 0.006 inch is the deflection or amount of seam that can be caulked off without exceeding the elastic limit of the material. The stress on the rivet for such caulking was found to be very moderate.

The analysis used in deriving the above tables of rivet spacing for oil-tight work was made to confirm a theory that every unnecessary rivet is a possible source of leakage and for heavy plating wider spacing is permissible.

For thin plating, where large rivets in relation to thickness are used, the diameter is based more nearly upon theoretical considerations. But if the same considerations were followed in determining the diameters for thicker plates, the rivets would exceed the limit practicable to drive, and spacing based even on using the same number of diameters would at some point become greater than indicated in the tables. Thick plates, however, are used where greater strength is required, and as the rivets used are much smaller in relation to thickness a greater number is necessary to develop the strength of the plating. The uniform spacing in diameters adopted in practice, substantially, for all thicknesses of plating is a great convenience, and it is only necessary to increase the number of rows of rivets where greater efficiency of joint is desired. If the spacing suggested in the above tables is suitable for oil-tight work, it might be necessary to increase the number of rows to insure proper strength and friction of the joint, in which event there would be an increase in weight and the attempt to reduce the number of rivets defeated.



NEW TANKER ARGON OF THE STANDARD OIL CO. SHE HAS A DEADWEIGHT TONNAGE OF 10,000. HER TANK CAPACITY IS 75,000 42-GALLON BARRELS



STEAMSHIP FAIRFIELD CONDEMNED AFTER ONE YEAR SERVICE. HER KEEL AND UNDERBODY WERE BADLY BATTERED ON THE ROCKS OF MARTHA'S VINEYARD

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Marine News in a Personal Way

Intimate Gossip About What Leaders in the Maritime World Are Doing

CAPT. G. W. KOESTER, U. S. N. R., vice president of the United States Mail Steamship Co., New York, has been notified by Secretary of the Navy Daniels that he has been awarded the navy cross for his services during the war. The citation reads: "For exceptionally meritorious service in a duty of great responsibility as assistant to the chief of the bureau of steam engineering, having under his immediate direction much of the tremendously expanded business of the bureau, and specifically the supervision of repairs to the machinery of German ships. In addition to the above he had charge of extensive works of construction and expansion of supply plants to adapt them for naval use, and was in charge of the bureau organization for taking over all merchant ships, patrol vessels, etc., and for the equipment thereof." Captain Koester is the navy engineer, who reorganized the Mare Island navy yard at San Francisco and supervised the equipping of the United States naval collier JUPITER with electric drive. The JUPITER was the first electrically driven vessel in the world. Captain Koester now has charge of the reconditioning of the steamships GEORGE WASHINGTON, MOUNT VERNON, AMERICA, AGAMEMNON, PRESIDENT GRANT and eight other liners which next spring will be in the transatlantic services of the U. S. Mail Steamship Co.

* * *

R. S. CAMPBELL, who has been superintendent of machinery at the Harlan plant of the Bethlehem Shipbuilding Corp., Ltd., Wilmington, Del., on Dec. 1 assumed the same duties at the Sparrows Point yard of the corporation at Sparrows Point, Md. Mr. Campbell has been directing head of the machinery department at the Harlan plant since Jan. 1, 1917. His transfer to Sparrows Point marks a promotion as the Maryland yard has a building capacity just double that of the Delaware yard.

* * *

C. W. WEAVER, who has been superintendent of hull construction at the Harlan plant of the Bethlehem Shipbuilding Corp., Ltd., Wilmington, Del., for the past four years, became general superintendent on Dec. 1. This promotion was occasioned through the transfer of R. S. Campbell, superintendent of machinery, to the same post at the Sparrows Point, Md., yard of the Bethlehem company. Mr. Weaver is equipped for his duties by a thorough training in shipbuilding work.

* * *

CAPT. A. J. STORRS has been promoted from the position of port captain to that of marine superintendent of the Pacific Steamship Co., with headquarters at Seattle. He will have jurisdiction over all floating property of the company at home and abroad. Capt. M. F. Tarpey has been named to succeed Captain Storrs as port captain in charge of coastwise operations.

CAPT. G. W. KOESTER, U. S. N. R.

* * *

J. N. TEAL, Portland, Oreg., whose appointment as a member of the shipping board meets with the general approval of Puget sound shipping men, is recognized as one of the most competent traffic experts on the Pacific coast. At a recent conference in Seattle, he was told by shipping men that the shipping board should be represented on the west coast by a traffic manager with authority to change rates as conditions warrant.

* * *

JOHN GALT has been appointed agent at Vancouver, B. C., for Struthers & Dixon. Since the decision of the shipping board to permit vessels under allocation to call at British Columbia ports for cargo, this firm has sent two carriers to Vancouver and the appointment of a representative in that city was found necessary.

* * *

A. MELVILLE DOLLAR was elected president at the annual meeting of the Dollar Steamship Co., at Vancouver, B. C. Other officers are J. Harold Dollar, vice president; K. C. Burns, secretary; Robert Dollar, Stanley Dollar, Harold Dollar, Melville Dollar and K. C. Burns, directors.

* * *

GEORGE A. HEYBURN, who has been assistant general agent of the Pacific Steamship Co. in Shanghai, has been promoted to the assistant managership of the company's entire Oriental department. E. E. JOHNSON, who has been agent for the company in Kobe, Japan. has been made district agent in Japan. DON TINGLING has been named agent at Yokohama and J. B. ARMSTRONG agent at Manila.

* * *

H. E. MAYNARD returned Dec. 1, to his former office as assistant freight traffic manager of the Clyde Steamship Co., and the Mallory Steamship Co., with office at New York.

* * *

EDWARD M. HYZER, Chicago, was named general counsel for the shipping board by new commissioners at their first annual meeting, recently. In this office he succeeds Guy D. Goff, Milwaukee, who has been made a member of the board.

* * *

R. H. BAILEY and R. A. DEAN, special assistants to the chairman of the shipping board and acting as trustees of the Emergency Fleet corporation have resigned and their resignations have been accepted by the new board.

* * *

ROBERT MACGREGOR, vice president of the Green Star Steamship Corp., New York, has resigned and will sever his connection with the company on Dec. 31.

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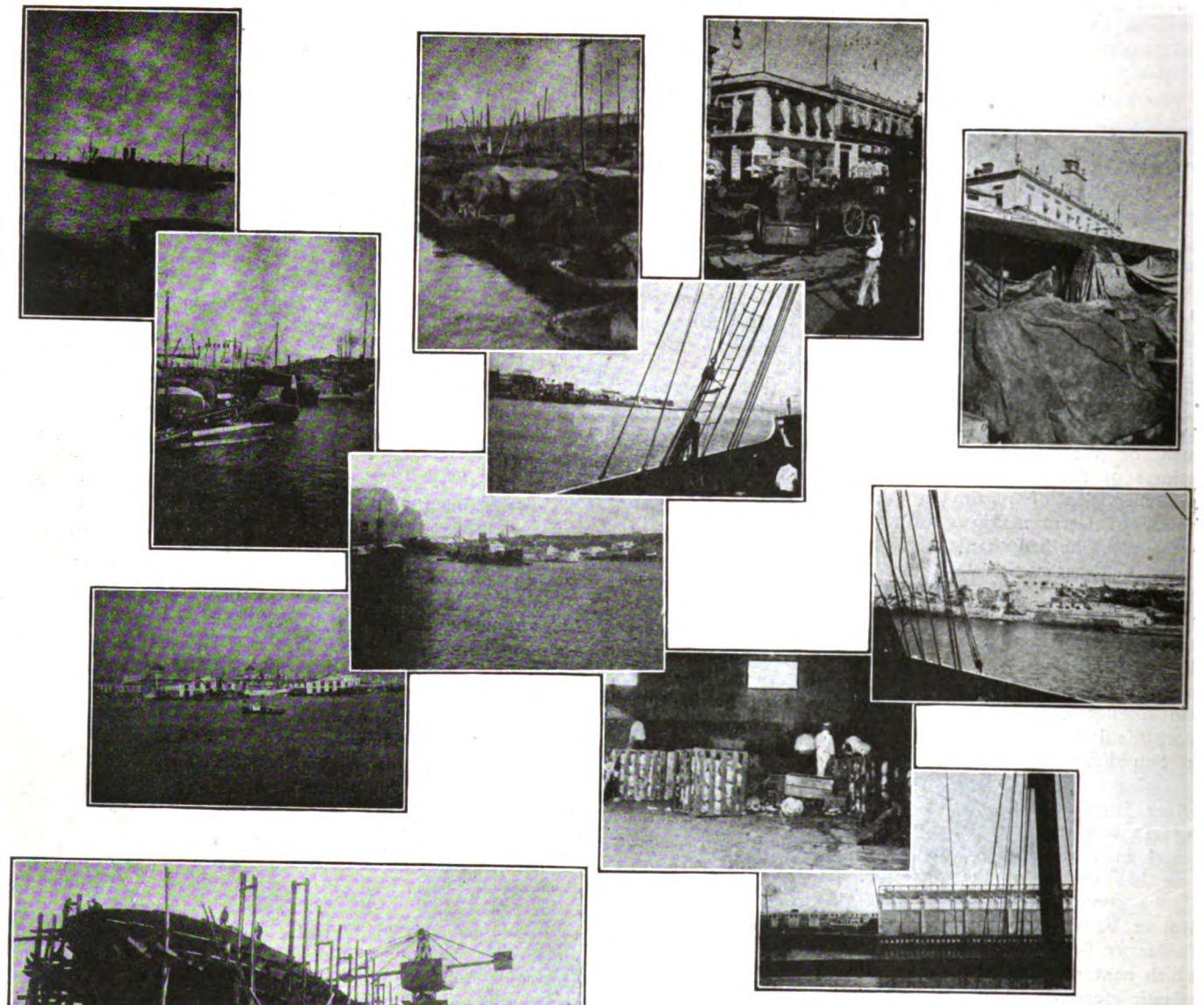
Latest Marine News in Pictures



Staff representatives of the Marine Review visiting foreign countries have brought back graphic evidence of activities there. The upper group of pictures shows the great congestion in the harbor at Havana. The lower group shows the first tanker built in Spain on the stocks and the customs house of the bustling harbor of Barcelona, Spain.

The illustrations immediately above show the new terminal buildings at Colon, in the Panama canal zone.

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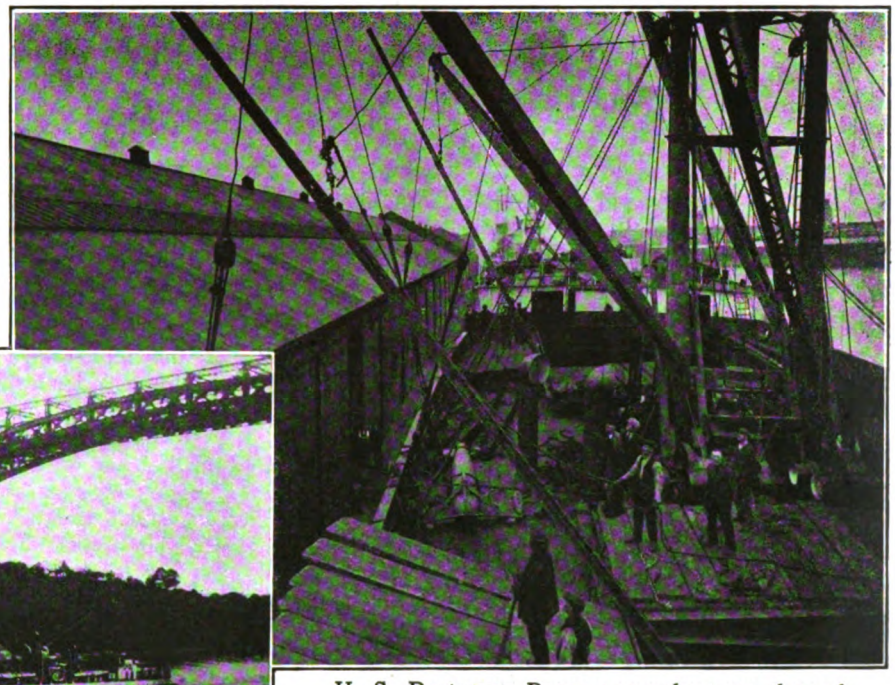
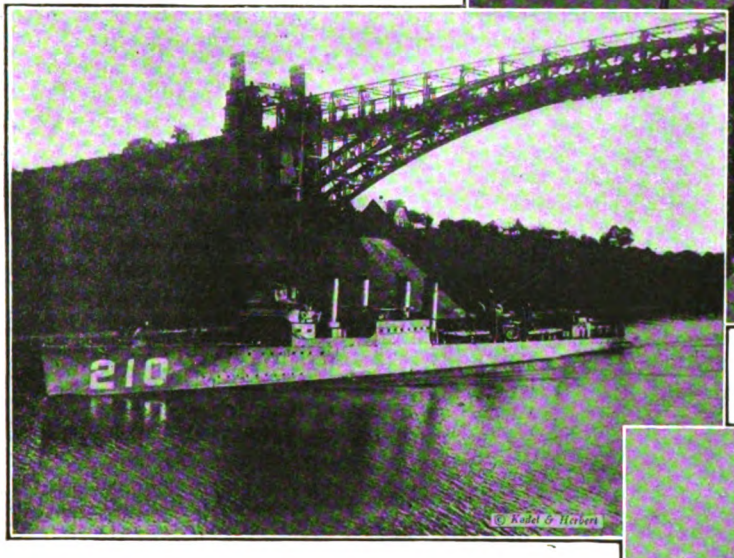
Photographs from Far and Near

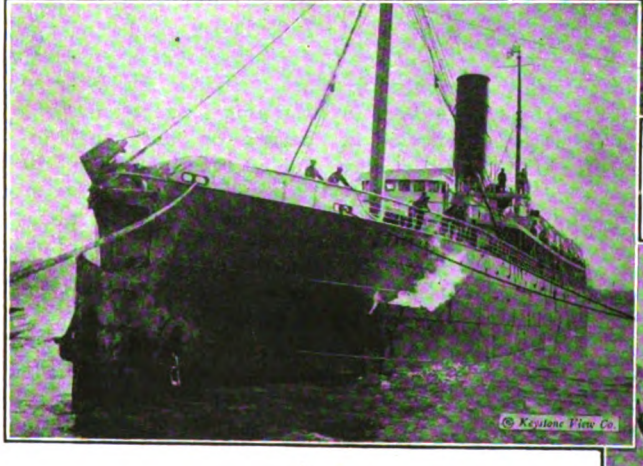


Rails made in the United States being unloaded from Cunarder Vennonia for the Birmingham tram system



U. S. Destroyer Broome on a short cut through the North East sea canal (formerly the Kiel canal) bound for Danzig.

Damaged bow of the Atlanta after collision with the concrete steamer Cape Fear in Narragansett bay



Sophie Rickmers, the first German freighter sent to the United States since the outbreak of the world war at dock in Brooklyn

The damaged Villasandino, Spanish ship recently in collision with American steamer John Englis, off Gibraltar

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Barge Canal Closes Best Season

Operations During 1920 Set New Standard for Artificial Waterways — Future of Canal Bright

BY E. A. PLUMB

IN MANY ways the most remarkable in its entire history, the 1920 shipping season of the New York barge canal, the country's greatest artificial waterway, has been brought to a close.

While the present barge canal with its deep channels and monster locks is a far cry from the original conception of DeWitt Clinton and the band of so-called dreamers who won over adverse public opinion the first appropriations for the old Erie canal, their judgment has been more than justified. From a mere "hole in the ground" this waterway across the Empire state has evolved into a carrying medium which may be ranked without exaggeration among the country's foremost transportation facilities.

Finished during the war emergency and given its first trials of operation in the unsettled period of readjustment, the deep waterway, until the season of 1920, had no fair test of its practicability. The fact most of the companies transporting in a large way on the canal showed favorable operating returns for the year, and plan further extensions to their services, is taken by those who have followed the canal's development as conclusive proof it has launched upon a new era.

Can Operate at Profit

An exceptional sidelight is thrown on the situation by the report of the secretary of war, who managed the government-owned canal fleet during the past year, that its operations were becoming profitable. The government has done considerable "trail blazing" in equipping and handling barges and in methods of handling freight on the new standards made possible by the improved waterway. All these have cost large sums of money. The fact that government operation shows a decreasing loss, even under these circumstances, coupled with the usual high cost of all government activities of this sort, is pointed to by those interested in the canal's welfare as evidence that private operations may be conducted on a basis of profit, which will compare favorably with other methods of transportation.

Only those who have had opportunity to compare the old canal, with its narrow, shallow channels and small locks, with the present deep waterway with its great locks capable of handling a towing steamer and its "string" of barges, can realize the altered status of the New York canal. The day of the mule-drawn boat with its picturesque crew of "canalers" is definitely passed. That is, except on the smaller "feeder" lines, where the small boat is and will continue to be the economical medium for collecting small freights. Steel barges, towed in trains by steam towboats, running night and day and carrying efficient crews between great terminals constitute the future operating units. The companies already operating on the canal are doing so on the new scale and, to interest capital, it is declared, others will have to do likewise.

There is, however, still sharp differences of opinion as to the most efficient units for successful canal operation. The government has adopted a 150-foot steel barge and a steel towboat of the same size propelled by steam. The boat tows three of the barges, usually. The four can be taken through the present locks at once. Another line, the Transmarine Corp., Newark, N. J., has adopted a 100-foot barge as its unit. Its towboat is a steam tug, which carries no cargo. Both have been found to give successful results. An advantage is claimed by the government towboat, however, in its being an oil burner. Difficulty in obtaining coal for the tugs at way points between Buffalo and its terminal at Newark bay, N. J., were experienced by the Transmarine managers.

Small Barges General

To date the tug and the smaller barge is in most general use, due to the fact that much of the equipment was of a size suited to use on the old canal. However, the Transmarine Corp. is reported planning to build 60 to 100 new barges during this winter of the 100-foot size.

Those who have studied canal operation point out that as trade develops either in the direction of large tonnages of bulk freight at comparatively low rates, or toward smaller freights at higher rates, the most efficient unit will be definitely determined. The small operator with one or two boats still is a factor, but it is the larger companies, with fleets of carriers and terminals of their own, which are taking a leading part in the development of the waterway's facilities. There are about a half dozen aside from the government line, which occupy positions of prominence. They are: Transmarine Corp., Newark, N. J.; Inland Marine Corp., New York; Lake Champlain Transportation Co., New York.; Marine Express Co., New York; E. G. Murray Lighterage Co., New York; New York & Western Canal Line, New York; M. & J. Tracy, New York.

Will Take Active Part

The Transmarine Corp. promises to assume within a few years a commanding position in barge canal transportation. Backed by the interests identified with the Submarine Boat Corp., Newark, N. J., this company now is organizing a world transport service by means of carriers built in its yards. Many of its ocean services already are operating. Its canal line is planned to serve as an inland feeder for foreign bound freight and a distributing arm for freight bound inland. Already it has a monster terminal at Newark bay, near New York, and dockage in foreign ports and liberal warehouse facilities at Buffalo. It is reported to be planning operation of about 100 barges on the canal in 1921. The Inland Marine Corp. is a reorganization of properties under the old regime, controlling about 50 barges and towboats. The Lake Champlain Transportation Co., is not new to operation on the New York canals; but formerly it confined its operations largely to the Lake Champlain route and waters in the eastern part of the state. The E. G. Murray Lighterage Co., in the past, has operated chiefly in and about New York harbor. During the past year, however, it chartered many of its boats for use on the canal and made a start in operation on its own account. It has about 35 barges and a number of towboats. It is declared to be planning to extend its canal services. The other com-

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panies operate in a smaller way and with fewer boats; but promise to be growing factors in barge canal activities.

An admitted weakness of present operations on the barge canal is in the terminals at both ends of the route. Those in Buffalo are declared entirely inadequate to care efficiently for the increased freight traffic expected within the next few years. This applies particularly to handling westbound freight. A comparatively small amount of this cargo is in bulk. Unloading facilities, including warehouses, generally are on the scale of a number of years ago. Modern unloading plants are admittedly a necessity to successful competition with the railroads on this westbound business.

Loading of eastbound grain, lumber and coal at Buffalo is expeditiously handled with present equipment; but need for improvement is seen in facilities for putting the smaller unit freights such as rails, pig iron and machinery on board the boats without delay and without costly transfers. Location of terminal docks at points, which do not give requisite transfer facilities to and from railroads, is another weakness in the present organization of canal transportation calling for remedy.

Improvements Planned

That steps already are being taken by canal operators to put themselves in better competitive position is seen in real estate activities along the river and canal stretches in the vicinity of Tonawanda, the western terminus of the barge canal. News of transfer of a number of tracts in that vicinity has come out during the past year, in which ownership is traced to canal companies and are believed to have been made in the interest of terminal improvements. Winning of the suit by the city of Buffalo, which opens Grand island in the Niagara river to vehicle traffic, is taken by some to portend terminal development there.

At New York, the facilities are pronounced more adequate to present demands; but it is declared they will have to be modernized in many instances to meet the demands of the more diversified freights which it is predicted barge canal boats will carry in the future.

In the matter of rates, the canal has demonstrated a great saving is possible under costs of rail transportation. In some instances, this is shown to run as high as 40 per cent. As in the past, grain shipping by canal competes sharply with that by rail. Coal and lumber, also, are carried at rates greatly to the advantage of the canal carriers. During the past year, a considerable amount of pig iron was shipped east by furnaces at Buffalo. This is a trade for which the students of canal transportation see a rapid development. Rails also, in increasing tonnages were carried this year. The new types of barges, with their greater length and larger hatches aided this traffic. Barges of at least one line are being made with hatches 70 feet long especially to handle rail shipments. Rogers, Brown & Co., Buffalo Union Furnace Co., and the Wickwire plant were among the shippers of pig iron during the past season.

The fact of there being no rail-and-canal joint rates operates somewhat against the canal on tonnage originating inland bound for the east. Lake-and-canal rates are quoted and considerable through business on this joint basis is taken. The railroads always have failed to co-operate with the canal and still remain obdurate.

Ask for 1920 Index

COPIES of the complete index of THE MARINE REVIEW *for* 1920 *are now available for free distribution to subscribers. The striking developments in marine affairs constantly taking place during the past year add to the value of this convenient index. This will be appreciated particularly since the index is prepared in the same size as the regular issues. This permits the index to be bound with the regular copies and form a convenient and permanent reference for all important marine events of the past year. Subscribers can obtain copies by writing direct to the circulation department,* THE MARINE REVIEW, *Cleveland.*

The canal, however, enjoys an advantage in being able to make its own rates on bulk cargo. While class rates are fixed and their competitive status thus established, the canal transporters are able to underbid on bulk freight as they see fit. And the cheaper operating costs enable them to do so, effectually.

The element of time is found at present to operate somewhat in favor of the railroads. While freight is about four days "from the rails," that is before it is placed on main lines, actual running times are faster. About the same time is required to finally place cars at unloading points. The time on the canal between Buffalo and New York or vice versa is about ten days. This leaves a day or so in favor of the railroads on average time. Improved piloting, which will permit more extensive night running, will, it is pointed out, cut down the time on the canal considerably. Six days is the mark being aimed at by operators. This will give a safe margin under the railroad time with average conditions.

Many and varied interests are investigating the possibilities of the new barge canal with the end in view of entering into its activities. Of these one is the Northern Pacific railroad. This company has had investigators on the ground during the past summer gathering data on the feasibility, it is reported, of building a fleet of small steel lumber carriers to operate both on the lakes and on the canal. Its representatives are understood to have been well pleased with the opportunities offered by the canal for through transportation of lumber from northwestern lake ports.

An official of the Toledo Commerce club, also, made investigations in the interest of a proposed enterprise to be backed by capital in that city.

These, with pending smaller developments of canal service, promise rapid expansion of canal activities within the next few years.

Book Review

Exporters' Gazetteer of Foreign Markets: By Lloyd R. Morris, research editor the *American Exporter;* 775 pages, 5¾ x 8½ inches; cloth; maps, charts and tables; published by *American Exporter;* for sale by MARINE REVIEW; price $10, prepaid.

This book was prepared to provide in readily accessible form a resume of facts about the world's markets useful for purpose of reference by American business men. The scope of the book was determined to a considerable extent as a result of the actual experience of the editor in providing data of similar nature upon request to manufacturers and exporters, forwarding agents and others.

The conclusion of the war resulted in the creation of 13 new independent states in Europe and one in the near east as well as territorial changes in nine other European nations. Particular attention is given in this book to these new states and a fund of information regarding their trade laws, both temporary and settled, is given in detail.

Heretofore detailed information regarding foreign markets generally has been obtainable only from widely scattered sources, many published in foreign languages. Weights, measures and moneys named in these foreign publications usually were those of the country of publication. This book converts these data into terms and amounts with which Americans are familiar. The information is presented in concise form.

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Marine Business Statistics Condensed

New York Traffic

A slight decline was noticeable in the ships entering and clearing New York during November. This was the first month since last April that the total tonnage of entrances has not shown an increase. The decline is due undoubtedly to the slighter movement of freight and also to the seasonal slump in passenger traffic. The total business for the port of New York for the calendar year, however, will show a material improvement over the traffic handled during the year previous.

Coincident with this slack in traffic there has been noted a further decline in the cost of bunker at this port.

NEW YORK PORT TRAFFIC 1920
(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
January	372	1,143,126	410	1,450,778
February	377	1,174,913	330	1,054,269
March	440	1,322,013	410	1,369,829
April	431	1,302,177	386	1,243,000
May	444	1,343,052	390	1,258,996
June	508	1,515,144	436	1,364,297
July	510	1,627,721	462	1,518,406
August	537	1,654,710	499	1,649,416
September	506	1,728,266	493	1,574,228
October	526	1,763,904	514	1,719,103
November	495	1,741,786	482	1,691,683

During the first week in December, bunker coal was selling at $8.60 a ton. alongside. Fuel oil, 16 baume, was costing $3 a barrel, and diesel oil was bringing 12 cents a gallon. The oil prices were slightly under those prevailing the month previous, but the drop in this was not so noticeable as in the case of coal.

Lake Michigan Receipts

Receipts of ore at Lake Michigan ports for November were 798,119 gross tons, as shown in the following record by ports:

Port	Gross tons
South Chicago, Ill.	454,842
East Jordan, Mich.	.....
Boyne City, Mich.	10,108
Milwaukee	8,893
Indiana Harbor, Ind.	71,718
Gary, Ind.	252,618
Total	798,119

Philadelphia Traffic

Philadelphia traffic in November showed no material change from the past month or so, although the price of bunker has more nearly reached the prices prevailing at New York and other Atlantic ports. The entrances at this port during the past month were slightly larger but the clearances were smaller. Out of the 66 foreign ships entering last month, 27 entered in ballast, and out of the 70 clearing only 3 cleared in ballast. On the other hand, out of the 60 American vessels entering from foreign ports 14 entered in ballast, and out of the 53 clearing 14 cleared in ballast.

PHILADELPHIA PORT TRAFFIC 1920
(Including Chester, Wilmington and the whole Philadelphia port district)
(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
January	76	195,397	74	224,909
February	76	205,350	71	261,123
March	106	260,185	71	192,279
April	100	236,487	98	266,795
May	129	316,246	126	315,997
June	121	286,061	79	196,787
July	104	250,104	93	272,913
August	153	377,695	156	438,230
September	144	385,676	153	467,357
October	119	328,074	105	405,800
November	126	338,562	123	350,385

Bunker carried on ships clearing Philadelphia early in December was valued at from $10 to $15 a ton for coal, and from $2.08 to $2.30 a barrel for fuel oil. Diesel oil bunker cost 12 cents a gallon.

November Ore Shipments

Shipments of iron ore from the Lake Superior district declined sharply during November. The movement totaled 5,305,738 tons, which compared with 8,848,986 in October, a decrease of 3,543,248 tons. In comparing the figures with those of November, 1919, when the movement totaled 3,152,319 tons, an increase of 2,153,419 tons is shown. Total shipments to Dec. 1 are 58,428,080. Comparison with the figures for the corresponding period of 1919 shows an increase of 11,297,347 tons. Shipments by ports follow:

Port	Nov., 1920	To Dec. 1, 1920
Escanaba	791,130	7,305,457
Marquette	298,011	3,415,108
Ashland	726,985	8,174,182
Superior	1,245,661	14,812,393
Duluth	1,390,003	15,479,334
Two Harbors	853,948	9,241,601
Total	5,305,738	58,428,080
1920 increase	2,153,419	11,297,347

Soo Canal Report

During November, 2007 vessels were locked through the Soo canals, carrying 9,419,580 net tons of freight. The aggregate vessel tonnage handled by the canal was 9,471,562. Compared with the freight movement for October, 13,000,299 tons, a decrease of 3,580,719 tons is shown. The movement during November, compared with the like period in 1919 when 5,134,496 tons were handled, increased 4,285,084 tons.

The only items showing increases over October are eastbound wheat and grain and westbound manufactured iron and steel and general merchandise. In November, 37,236,311 tons of wheat are reported against 28,470,696 tons in October. Grain showed a total of 9,921,968 tons against 7,198,311 tons in October; manufactured iron and steel, 9550 tons against 7105 tons in October; and general merchandise, 64,669 tons against 58,814 tons.

The November canal tonnage figures for the past seven years follow:

	Net Tons
November, 1920	9,419,580
November, 1919	5,134,496
November, 1918	8,513,511
November, 1917	11,153,808
November, 1916	8,751,336
November, 1915	9,168,431
November, 1914	4,044,368

Of the total freight carried in November, 9,210,046 tons were carried through the American canal while the Canadian canal handled 209,534 tons.

The following tabulation gives the figures in detail up to Dec. 1, 1920 and 1919:

	To Dec. 1, 1920	To Dec. 1, 1919
EASTBOUND		
Lumber, M. Feet B. M.	192,797	244,070
Flour, barrels	7,032,703	7,657,464
Wheat, bushels	116,431,206	95,927,803
Grain, bushels	46,662,305	48,550,618
Copper, net tons	48,918	55,974
Iron ore, net tons	56,505,115	46,744,597
Pig iron, net tons	462	3,907
Stone, net tons	66,914	52,012
Gen'l merch., net tons	49,999	62,353
Passengers, number	33,639	28,392
WESTBOUND		
Coal, soft, net tons	11,780,768	11,461,962
Coal, hard, net tons	2,008,216	2,342,846
Iron ore, net tons	137,819	137,315
Mfgd. iron and steel, net tons	70,239	111,542
Salt, net tons	99,137	92,989
Oil, net tons	352,474	397,093
Stone, net tons	488,763	319,108
General Merch., net tons	457,305	460,886
Passengers, number	34,436	28,598
SUMMARY		
Vessel passages, number	18,173	17,425
Registered tonnage, net	57,290,136	49,709,852
Freight		
Eastbound, net tons	62,352,476	52,420,879
Westbound, net tons	15,424,741	15,314,721
Total freight, net tons	77,777,217	68,036,350

Form Shipping Company

Philadelphians are organizing a new shipping company to be known as the Pennsylvania Trans-Atlantic Steamship Co. Offices have been opened at 106 South Fourth street, Philadelphia. W. O. Hempstead is president, Harris Kimball Read vice president, R. B. Wallace Jr., secretary, and Thomas Gamon Jr., treasurer. All these men are Philadelphians. John K. Gibson, formerly with the Standard Oil Co. and other shipping enterprises, has been selected as the marine superintendent of the new company. It is expected to obtain ships by purchase and allocation from the shipping board.

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Marine Business Statistics Condensed

Boston Traffic

An increase in tonnage of American ships entering the port of Boston during November, is shown over that of October. Fewer boats entered, but their aggregate tonnage was 96,389 tons as compared with 84,187 tons in the month previous. Foreign vessels aggregated about 800 tons less than in October. Both American and foreign clearances were smaller.

The price of bunker coal maintained its previous level, 10,486 tons being furnished to ships during November at a cost of $172,298, or less than $17 per ton. Fuel oil to the amount of 64,629 barrels was furnished at a cost to the ships of $138,288, or about $2.00 a barrel.

Entrances and clearances in November were:

VESSELS ENTERING AND LEAVING BOSTON PORT DURING 1920

(Offshore Trade Only)

Foreign Registry

Months	—ENTERED— No. Ships	Net Tonnage	—CLEARED— No. Ships	Net Tonnage
January	26	66,829	17	54,203
February	23	68,344	8	19,227
March	24	86,755	15	39,079
April	38	111,719	21	43,726
May	31	80,204	28	34,472
June	58	109,204	44	49,906
July	62	113,337	56	53,820
August	85	122,019	39	55,394
September	64	107,212	52	49,891
October	50	97,841	41	56,652
November	50	97,044	34	57,131

American Registry

Months	—ENTERED— No. Ships	Net Tonnage	—CLEARED— No. Ships	Net Tonnage
January	27	74,297	23	49,203
February	23	55,878	16	36,296
March	36	84,031	21	48,438
April	46	68,777	47	74,498
May	54	64,466	53	52,964
June	62	88,932	44	74,688
July	49	99,617	31	70,879
August	48	113,687	24	69,249
September	38	103,284	23	72,211
October	32	84,187	21	59,855
November	29	96,389	18	49,991

Canadian Canal Traffic

Although the movement of wheat through the canal at the Soo increased the report of the bureau of statistics of the Dominion of Canada shows a shrinkage in the volume handled through the Welland canal in October from that of a year ago. The loss was 1,536,567 bushels. During the same month an increase of 67,590 tons in the movement of soft coal through the Welland locks was made over that of the same month of 1919; but a loss was shown from the totals of September of this year of 33,831 tons. In the aggregate the movement was larger than a year ago. A decreased movement of wheat and an increased tonnage of soft coal was shown, likewise, in the returns from the Trent canal. The traffic of the various Canadian canals follows:

	October 1920	October 1919	Increase Decrease
WELLAND CANAL			
No. of vessels	449	383	66
Vessel tonnage	364,629	334,952	29,677
Wheat, bushels	1,829,967	3,366,534	x1,536,567
Coal, soft tons	193,786	126,196	67,590
Total cargoes, tons	336,164	283,712	52,452
ST. LAWRENCE CANAL			
No. of vessels	972	965	7
Vessel tonnage	521,447	511,879	9,568
Wheat, bushels	1,946,034	3,202,200	x1,256,166
Coal, soft tons	212,859	134,163	78,696
Total cargoes, tons	455,369	388,591	66,778
TRENT CANAL			
No. of vessels	430	500 x	73
Vessel tonnage	12,723	19,523 x	6,800
No. passengers	1,464	1,466 x	2
Total cargoes, tons	6,834	10,502 x	3,668
RIDEAU CANAL			
No. of vessels	146	232 x	86
Vessel tonnage	13,246	15,400 x	2,154
Total cargoes, tons	10,186	15,465 x	5,279
OTTAWA CANAL			
No. of vessels	226	201	25
Vessel tonnage	38,092	34,886	3,206
Total cargoes, tons	33,956	27,985	5,971
CHAMBLY CANAL			
No. of vessels	300	216	84
Vessel tonnage	34,687	25,412	9,275
Total cargoes, tons	41,781	36,257	5,524
MURRAY CANAL			
Vessel tonnage	15,874	25,861 x	9,987
Total cargoes, tons	12,920	20,0.1 x	7,131
ST. PETERS CANAL			
Vessel tonnage	10,569	11,632 x	1,063
Total cargoes, tons	6,777	8,607 x	1,830
ST. ANDREW'S CANAL			
Vessel tonnage	3,994	2,415	1,579
Total cargoes, tons	1,174	492	682

x Decrease

New Shipping Firms

November showed a considerable slump in the volume of indicated investment in new shipping enterprises. Only seven companies with a capitalization of $50,000 or more were incorporated during that period. Figures compiled by the New York *Journal of Commerce* show an aggregate of but $3,650,000 involved in November's new incorporations of shipping enterprises. This is about one-tenth that of the preceding month. It is the smallest amount recorded since April of last year. In November, 1919, the aggregate indicated investment in new shipping business was $52,700,000.

The following companies were incorporated in November:

Alaska Peninsular Transportation Co., Oreg.	$100,000
Anchor Coal & Transit Line, Inc., N. Y.	50,000
Columbia Steamship Co., Ohio	1,200,000
Globe Ship Repair & Marine Supply Co., Delaware	200,000
Great Gulf Steamship Corp., Delaware	1,000,000
Luiz, G. M., Steamship Co., Delaware	100,000
Roosevelt Steamship Co., Inc., Delaware	1,900,000
Total	$3,650,000

The steamer J. S. Morrow recently put into drydock at Ashtabula with 15 damaged plates.

Record of Ship Work

Shipyards had another busy month in November, despite the fact the government's building rapidly is being concluded. While deliveries of completed ships were not numerous, launchings showed the yards have had a busy fall.

SHIP DELIVERIES

Eastern Sword: Built in Japan; altered at Todd Dry Dock, Inc., Seattle; delivered to shipping board.

Charles Watson: Built by Union Construction Co., Oakland, Cal.; delivered to Standard Oil Co.

No. 100: Barge; 30 x 180 feet; 1800 tons; delivered Nov. 3 to Union Petroleum Co. by Clinton Shipbuilding & Repair Co.

Syros: Freighter; 9600 tons; delivered Oct. 28, to shipping board.

SHIP LAUNCHINGS

R. J. Riley: Tanker; launched Nov. 6 at National Shipyard, New York.

Steel Inventor: Freighter; launched Nov. 14 at Federal Shipbuilding Co. yard, Kearny, N. J.; owned by United States Steel Products Co.

Tuscaloosa City: Freighter; launched Nov. 6 at yard of Chickasaw Shipbuilding & Car Co., Mobile, Ala.; owned by United States Steel Products Co.

Canadian Sapper: Freighter; launched Nov. 9 at yard of Nova Scotia Steel & Coal Co.; owned by Canadian government.

Tremont: Freighter; launched Nov. 30 at Sommerville, Mass.

Cholutica: Freight and passenger; launched at Newburgh Shipyards, Newburgh, N. Y., Nov. 30; 2100 tons; owned by Cuyamel Fruit Co.

Sugillenco: Freighter; 5350 tons; launched by Submarine Boat Corp. at Newark, N. J.; owned by Transmarine Corp., Newark, N. J.

John Worthington: Tanker; 12,000 tons; launched Nov. 15, at G. M. Standifer Construction Co., Seattle; owned by Standard Oil Co.

Warwick: Tanker; 6000 tons; 49 x 354 feet; launched Nov. 20, at lower yard, Baltimore Dry Docks & Ship Building Co., Baltimore; owned by shipping board.

Hampton Roads: Tanker; 10,800 tons; 59 x 430 feet; launched Nov. 26 at south plant of Baltimore Dry Docks & Ship Building Co.; owned by shipping board.

Dakarian: Freighter; launched at yard of David & William Henderson & Co., Ltd., Glasgow, Scotland; owned by International Mercantile Marine Corp.

Canadian Harvester: Freighter, 4000 tons; 43 x 260 feet; launched Nov. 20, by Port Arthur Shipbuilding Co., Port Arthur, Ont.; owned by Canadian government.

No. 110: Barge; 30 x 180 feet; 1800 tons; launched Oct. 26 at Marcus Hook yard of Clinton Shipbuilding & Repair Co., Philadelphia; owned by Union Petroleum Co.

W. J. Hanna: Tanker; 16,600 tons; launched at yard of Sun Shipbuilding Co.; owned by Standard Oil Co. of New Jersey.

Barry: Destroyer; launched Oct. 28 at yard of New York Shipbuilding Corp., Camden, N. J.; owned by United States navy.

Hoosier State: Freight and passenger; launched Oct. 22 at yard of New York Shipbuilding Corp., New York; owned by shipping board.

Canadian Mariner: Freighter; 52 x 415 feet; 8100 tons; launched at Halifax, N. S., Nov. 22; owned by Canadian government.

Josephine C. McQuesten: Schooner; 2600 tons; 230 feet over all; launched at yard of Francis Cobb Shipbuilding Co., Rockland, Me.; owned by Lewis K. Thurlow, Boston.

Pearldom: Tanker; launched Nov. 12 at yard of Terry Shipbuilding Co., Savannah, Ga.; owned by U. S.-Mexican Oil Corp.

Mabel A. Frye: Schooner; 28 x 200 feet; 2000 tons; launched by Frye-Flynn Shipbuilding Co., Harrington, Me.

Zebdee E. Cliff: Schooner; 1450 tons; launched by East Court Shipyard Co., East Boothbay, Me.; owned by Crowell & Thurlow, Boston.

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Marine Business Statistics Condensed

Seattle Traffic

The record of traffic at the port of Seattle and in the Washington customs district, including months for which figures are now available, follow:

FOREIGN IMPORTS, EXPORTS AND TONNAGE
Passing Through Washington Customs District

1920	Imports	Exports	Total	Entered, Tons	Cleared, Tons	Total, Tons
January	$29,964,035	$15,883,758	$45,847,813	242,653	280,827	523,480
February	40,708,726	15,989,197	56,697,923	276,702	266,873	543,575
March	46,392,720	32,780,040	79,172,760	302,678	282,694	585,372
April	32,713,226	25,158,134	57,869,360	280,959	243,328	524,287
May	38,291,480	12,299,371	50,598,851	291,641	289,354	580,995
June	28,549,857	18,392,975	46,942,832	297,591	268,389	565,980
July	20,886,360	16,057,896	36,944,256	276,721	316,101	592,822
August	25,654,981	11,355,885	37,210,866	288,651	310,535	599,186
September	20,486,721	9,256,973	29,743,694	290,186	301,196	591,382

SEATTLE PORT TRAFFIC 1920

Deep Sea Arrivals No. Ships	Net tonnage	Month	Deep Sea Departures No. Ships	Net tonnage
220	284,587	January	237	320,212
220	302,158	February	236	306,467
200	341,705	March	299	325,161
328	331,921	April	348	334,540
376	328,594	May	392	324,932
353	332,666	June	433	346,849
417	441,626	July	461	444,607
438	371,148	August	393	368,327
422	380,582	September	323	345,535
359	347,412	October	314	366,669

WASHINGTON CUSTOMS DISTRICT

	—Entrances— No.	Tonnage	—Clearances— No.	Tonnage
Jan.—American	61	87,385	196	128,962
Foreign	185	155,268	187	151,865
	246	242,653	383	280,827
Feb.—American	147	88,528	173	98,347
Foreign	183	188,174	176	168,526
	330	276,702	349	266,873
Mar.—American	185	118,794	174	107,134
Foreign	161	183,884	155	175,560
	346	302,678	329	282,694
Apr.—American	177	127,786	174	91,676
Foreign	183	188,174	176	168,526
	350	280,959	342	243,328
May—American	228	107,183	272	107,444
Foreign	188	184,458	194	181,910
	416	291,641	466	289,354
June—American	264	135,420	238	93,617
Foreign	190	162,171	194	174,772
	454	297,591	432	268,389
July—American	272	105,814	304	122,723
Foreign	220	170,907	219	193,378
	492	276,721	523	316,101
Aug.—American	292	117,200	292	125,510
Foreign	203	171,451	199	185,025
	495	288,651	491	310,535
Sept.—American	229	101,048	239	116,189
Foreign	209	189,138	216	185,007
	438	290,186	455	301,196

November Lake Levels

The United States lake survey reports the monthly mean stages of the Great Lakes for the month of November, 1920, as follows:

	Feet above mean sea level Oct.	Nov.
Superior	602.68	602.48
Michigan-Huron	580.55	580.30
St. Clair	575.14	574.87
Erie	572.05	571.95
Ontario	245.29	245.23

Lake Superior is 0.20 foot lower than last month, 0.03 foot higher than a year ago, 0.04 foot below the average stage of November of the last 10 years.

Lakes Michigan-Huron are 0.25 foot lower than last month, 0.12 foot lower than a year ago, 0.02 foot above the 10-year average stage of November.

Lake Erie is 0.10 foot lower than last month, 0.27 foot lower than a year ago, 0.08 foot above the average stage of November of the last 10 years.

Lake Ontario is 0.06 foot lower than last month, 0.88 foot lower than a year ago, 0.41 foot below the average stage of November of the last 10 years.

Pittsburgh River Traffic

Substantial gain, despite adverse business conditions, was shown in the river traffic of Pittsburgh harbor in October. The aggregate movement was 2,768,770 tons as against 2,612,545 tons in September.

Of the October total, the largest item was coal, of which close to 2,000,000 tons were shipped out of Pittsburgh for transport on the Monongahela river alone. It was the largest item, also, of Pittsburgh shipments carried on the Ohio river. Sand was moved in greatest volume on the Allegheny river.

The record for October in tons follows:

	Allegheny	Monongahela	Ohio
Coal	105,480	1,802,616	267,250
Coke	.....	32,591	1,450
Gasoline	1,600	1,000	567
Gravel	107,034	96,621	12,733
Sand	124,897	119,449	17,639
Miscellaneous	5,754	58,969	9,230
Packet cargo	.....	.....	3,902
Total	344,765	2,111,246	312,759
Grand total, October			2,768,770
Grand total, September			2,612,545

Announcement is made that the old shipyard on the Savannah river near Savannah, Ga., is to be developed by the Savannah Coal & Dock Co., with a complete coal loading plant. The first construction is to be a temporary loading plant to cost approximately $200,000. Plans, however, are being prepared for a permanent plant with a capacity of approximately 12,000 tons a day and a total cost when completed of $5,000,000.

Canada's Shipping

Prediction that Canada will take sixth place among the countries of the world with her 400,000 tons of shipping is made by the Bankers' Trust Co., New York, in its booklet *Dominion of Canada*, compiled by its staff of trade experts. By the end of this year, the study says, her total shipping may be sufficient to place her in a commanding position.

Orders by the munitions board in 1917 for 90 ships paved the way for construction of an aggregate of 900 vessels of various kinds and types. Twenty-four steel freighters and 50 wooden ships are among her products. The following vessels have been built for Canadian registry from 1914 to the end of 1919:

	No. sailing vessels	Gross tonnage	No. steam vessels	Gross tonnage
1914	126	24,287	201	32,423
1915	96	13,926	148	10,372
1916	115	20,335	126	14,537
1917	105	23,757	138	35,310
1918	219	52,269	178	91,524
1919	198	55,773	211	123,897
Total	859	190,347	1002	308,263

Lake Erie Receipts

The Lake Erie ports received 5,352,022 tons of iron ore during November, as shown by figures compiled by MARINE REVIEW. Total shipments from the upper lakes during the month were only 5,305,738 tons, the heavy loading of cargoes in the last few days of October aiding to increase November deliveries at lower lake ports. The balance on dock Dec. 1 was 10,955,868 tons against 10,454,843 tons on Dec. 1, 1919. Detailed figures are:

Port	Gross tons
Buffalo and Port Colborne	866,544
Erie	257,759
Conneaut	566,045
Ashtabula	1,482,750
Fairport	119,710
Cleveland	1,037,545
Lorain	466,164
Huron	174,807
Toledo	272,478
Detroit	108,170
Total	5,352,022

The Great Lakes Engineering Works, Detroit, will continue, as heretofore, the business of designing, building and repairing steel ships, the company announces.

Records established during the past 18 years have won for this company a high reputation for service and workmanship in ship construction, for both Great Lakes and ocean trade. The same organization which served in the past will continue in charge of operations.

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Late Flashes On Marine Disasters

Brief Summaries of Recent Maritime Casualties— A Record of Collisions, Wrecks, Fires and Losses

Name of Vessel	Date	Nature	Place	Damage Resulting
Annie M. Preble	Nov. 16	Grounded	City Island	Not stated
Atitokan	Nov. 14	Disabled	Halifax	Boiler trouble
Abraham Lincoln	Nov. 18	Disabled	Bermuda	Boilers leaking
Alonso	Nov. 23	Heavy weather	At sea	Heavy
Auburn	Nov. 22	Fire	At sea	Not serious
A. Woodall	Nov. 23	Collision	Trenton Canal	Not stated
Alfonso XIII	Nov. 27	Fire	Bastes roadstead	Interior destroyed
Algrete	Nov. 13	Disabled	Cadiz	Mach. trouble
Ada Mildred	Nov. 12	Grounded	Englee	Total loss
Augusta Evelyn	Nov. 20	Grounded	Country Harbor Ledges	Total loss
Albert J. Stone	Nov. 29	Disabled	Beaufort	Rudder stock split
Adria	Nov. 28	Grounded	Pernambuco	Not stated
Armuru	Nov. 27	Short coal	Delaware Breakwater	None
A. C. Dinkey	Nov. 29	Grounded	Detour shoal	Leaking
Atlantic Sun	Dec. 1	Struck wharf	Hamburg	Not stated
Blaamyra	Nov. 1	Disabled	St. Michaels	Steerer broken
Betsy Ross	Nov. 7	Grounded	Boston harbor	None
Bombardier	Nov. 6	Disabled	St. Michaels	Mach. trouble
Bracholm	Nov. 10	Grounded	Gothenburg	Leaking
Blossom Heath	Nov. 17	Collision	Newport News	Not stated
Baldbutte	Nov. 16	Collision	Off Tompkinsville	Rudder damaged
Bensalem	Nov. 15	Broken blade	At sea	Not stated
Benowa	Nov. 13	Disabled	Key West	Sinking condition
Bournemouth	Nov. 15	Struck wreck	At sea	Not stated
Bound Rock	Nov. 22	Disabled	At sea	Forepeak tank damaged
Benjamin B. Odell	Nov. 22	Grounded	Off Sandy Point	Not stated
Birkdale	Nov. 22	Heavy weather	Table Bay	Not serious
Badger	Nov. 17	Disabled	Port Hastings	Leaking
British Admiral	Nov. 15	Steerer damaged	Rouen	Grounded
Bangor	Nov. 16	Heavy weather	At sea	Lost headgear
Bessie	Nov. 23	Grounded	North Harbor	Not stated
Blanche H. King	Dec. 2	Grounded	Bermuda	Total loss
Charles Bradley	Nov. 9	Disabled	At sea	Mach. trouble
Cap Nord	Nov. 26	Heavy weather	Brooks Bank	Grounded
Calno	Nov. 29	Fire	New Orleans	Not stated
Cubore	Nov. 30	Disabled	Baltimore	Not stated
Carioca	Nov. 26	Disabled	Norfolk	Not stated
Catherine	Nov. 28	Disabled	Off Highlands	Steerer trouble
Cloutsham	Nov. 8	Fire	Messina	Not stated
Cretan	Nov. 5	Grounded	Boston harbor	None
Clare Hugo Stinnes	Nov. 4	Collision	River Mersey	Not serious
Chiquimula	Nov. 5	Grounded	Off Deep Water point	Not stated
Chester Kiwanis	Nov. 8	Disabled	At sea	Boiler trouble
Cranford	Nov. 13	Disabled	Off Cape Henry	Boiler trouble
Chifuku Maru	Nov. 14	Disabled	Port Said	High pressure cylinder and piston damaged
Clintonia	Nov. 16	Disabled	St. Michaels	Pumps choked
Canadian Voyageur	Nov. 15	Disabled	St. John's	Steerer trouble
Chipa	Nov. 13	Grounded	Conchi	Not stated
Caddopeak	Nov. 13	Grounded	Tourain Bay	Not stated
Canadian Aviator	Nov. 20	Short coal	St. John's	None
Correction	Nov. 20	Collision	East River	Slight
City of Augusta	Nov. 24	Dragged anchor	Boston	None
Cornucopia	Nov. 20	Grounded	Rebecca shoals	Not stated
Canadian Maid	Nov. 21	Disabled	Halifax	Leaking
Canadian Rancher	Nov. 24	Disabled	Sydney	Engine trouble
Clifftower	Nov. 27	Collision	New York harbor	Not stated
C. P. Raymond	Nov. 27	Collision	Jersey City	Heavy
City of Philadelphia	Nov. 29	Grounded	Florida reefs	Broke propeller
C. S. Robinson	Nov. 28	Collision	Detroit river	Damaged plates
Columbia	Dec. 2	Disabled	Seattle	Waterlogged.
City of Almeda	Dec. 2	Collision	Bay Ridge flats	Not stated
City of Alton	Dec. 3	Disabled	Barbados	Not stated
Dolphin	Nov. 7	Grounded	Boston harbor	None
Donaldson	Nov. 10	Collision	Philadelphia	Sank
Dungannon	Nov. 12	Grounded	Off Hunting Island	Not stated
Duneric	Nov. 17	Grounded	Off Cape Henry	Not stated
Daghild	Nov. 20	Heavy weather	North Sydney	Heavy
Domburg	Nov. 27	Disabled	New York	Boiler trouble
D. M. Clemson	Nov. 23	Grounded	Hyde Park shoal	Rudder stock broken
Eastern Belle	Nov. 2	Grounded	Puget Sound	Not stated
Elizabeth Fearn	Nov. 2	Heavy weather	Bahia	Jettisoned cargo
Emma W. Day	Nov. 2	Leaky	Hyannis	Not stated
Escambia	Nov. 2	Disabled	Hamburg	Engine trouble
	Nov. 16	Disabled	St. Michaels	Boiler tube trouble
Ethel Cora	Nov. 4	Grounded	Off Stony Island	Total loss
Edward May	Nov. 4	Disabled	San Francisco	Leaking
Eglantine	Nov. 5	Forepeak tank leaky	At sea	Not stated
Epidauro	Nov. 6	Disabled	Gibraltar	Tail shaft broken
Ella L. Williams	Nov. 7	Fire	At sea	Abandoned
Energie	Nov. 8	Heavy weather	At sea	Disabled
El Mundo	Nov. 8	Explosion	New York harbor	Total loss
Eastern Cloud	Nov. 17	Grounded	Off Yokohama	Not stated
Emanuele Accame	Nov. 17	Grounded	Wetomkin bar	Slight
Edith Pardy	Nov. 13	Grounded	Lamaline	Total loss
East Chicago	Nov. 20	Short water	St. John's	None
Elsie L. Corkum	Nov. 16	Disabled	St. John's	Leaking
Ellenia	Nov. 28	Struck obstruction	At sea	Not stated
Erivan	Nov. 30	Deck and cargo damaged	Melilla	Not stated
Eloise Francis	Nov. 27	Abandoned	At sea	Total loss
Edward A. Uhrig	Nov. 16	Grounded	Erie harbor	None
Eastern Tempest	Dec. 2	Grounded	Off Borgshir light	Not stated
Eastern Moon	Dec. 3	Fire	At sea	Not stated
Friendship	Nov. 3	Disabled	St. John's	Leaky
Florence Elliot	Nov. 17	Grounded	Paddocks Island	Not stated
Francis	Nov. 13	Collision	Off Red Hook	Not stated
Fort Logan	Nov. 21	Disabled	St. Michaels	Engine trouble
Findara	Nov. 20	Lost foremast	At sea	Not stated
Fort Scott	Nov. 10	Disabled	Bermuda	Steerer trouble
Fannie Belle Atwood	Nov. 9	Grounded	Great Ledge	Total loss
Francis J. Widlar	Nov. 17	Grounded	Pancake shoals	Heavy
Francis L. Robbins	Nov. 13	Heavy weather	Lake Michigan	Forward deck works damaged
F. W. Hart	Nov. 23	Grounded	Haypoint	Not stated
France	Dec. 1	Collision	Off Robbins reef	Not stated
Frederick J. Lovatt	Dec. 2	Dragged anchor	Nantasket Roads	None
Grena	Nov. 17	Collision	Newport News	Not stated
Greenland	Nov. 17	Disabled	Malta	Boilers leaking
Guanacastle	Nov. 16	Grounded	Fort Morgan	Not stated
G. C. Lindauer	Nov. 17	Grounded	Alvion	Total loss
Gregory	Nov. 23	Grounded	Off Tutoya	Total loss
Glitra	Nov. 15	Collision	Wiborg	Total loss
Gateway City	Nov. 27	Disabled	At sea	Engine trouble
Gunborg	Nov. 10	Grounded	Gothenburg	Leaky
Greenwood	Dec. 1	Collision	Off Robbins reef	Sank
Haddon	Nov. 7	Fire	Black Sea	Engines damaged
Honolulu	Nov. 6	Fire	Gothenburg	Buckled plates
Hutchinson	Nov. 2	Disabled	New Orleans	Pump trouble
Holbrook	Nov. 2	Collision	Marseilles	Not known
Haliartus	Nov. 15	Fire	Buenos Aires	Cargo damaged
Hoxie	Nov. 22	Disabled	River Clyde	Mach. damaged
Harbor Grace	Nov. 10	Grounded	Stone Island	Total loss
H. B. Haskell	Nov. 14	Sprang leak	White Bay	Sank
Hill	Nov. 12	Snow storm	Off Detour	Collision
Hanlin	Dec. 1	Disabled	At sea	Boiler trouble
Hekla	Dec. 2	Disabled	St. Michaels	Damaged rudder
Inverclyde	Nov. 17	Disabled	Off Oban	Lost sails
Inkula	Dec. 3	Collision	Gravesend	Not stated
Jean & Mary	Nov. 5	Fire	St. John's	Slight
J. A. MacLean	Nov. 13	Grounded	Englee	Total loss
Joan of Arc	Nov. 20	Grounded	Rogue River reef	Broke in two
Jessie G. Noyes	Nov. 10	Grounded	Sandy Hook	Not serious
John Gibson	Nov. 10	Collision	Off Tilbury	Not serious
Joseph S. Zeman	Nov. 29	Disabled	Verdon	Lost rudder
Jupiter	Dec. 2	Grounded	Gulfport harbor	Not stated
Joseph Seep	Dec. 1	Grounded	River Elbe	Not stated
Jean	Dec. 2	Struck pier	Baltimore	Heavy
James E. Davidson	Nov. 28	Collision	Detroit river	Damaged plates
J. H. Sheadle	Nov. 20	Grounded	Marquette	Heavy
Kinderdyk	Nov. 23	Disabled	At sea	Lost propeller
Kermit	Dec. 1	Disabled	Hamburg	Engine trouble
Lake Akkra	Nov. 2	Disabled	Halifax	Fire bars damaged
Lansdowne	Nov. 2	Disabled	London	Not stated
Lizard	Nov. 4	Disabled	At sea	Not stated
Lake Fouche	Nov. 6	Grounded	Off Dunkirk	Not stated
Lumen	Nov. 17	Lost funnel	At sea	Not stated
Liberty Bell	Nov. 16	Disabled	Dunkirk	Mach. trouble
Lewis Luckenbach	Nov. 16	Fire	Rotterdam	Not stated
Luiza	Nov. 19	Mainmast broken	Horta	Not stated
Lloyd George	Nov. 16	Heavy weather	At sea	Mainboom smashed sails torn
Lake Faulk	Nov. 13	Grounded	Passukeah Reef	Not stated
L. B. Shaw	Nov. 17	Disabled	Peddock Island	Broke propeller
Leopard	Nov. 17	Disabled	Port Hastings	Leaking
Lake Ellsbury	Nov. 15	Dragged anchor	Wiborg	Collision
Loki	Nov. 21	Disabled	Falmouth	Mach. trouble
Lorraine Cross	Nov. 26	Fire	Buenos Aires	Slight
Lutetia	Nov. 20	Explosion	At sea	Stokers killed
Liberty Land	Nov. 10	Disabled	Gibraltar	Main condenser trouble
Lucy May	Nov. 29	Leaky	Portland	Not stated
Lingfield	Dec. 2	Heavy weather	At sea	Heavy
Laramie	Dec. 4	Disabled	Key West	Mach. damaged
Manchuria	Nov. 2	Grounded	Off Cuxhaven	Not stated
Makanda	Nov. 17	Disabled	Off Hampton Roads	Boiler trouble
				Not stated
Miriam Landis	Nov. 13	Grounded	Ceuta	
Mildred K.	Nov. 9	Grounded	Off Martin Head	Slight
Mongolia	Nov. 19	Disabled	Hamburg	Lost propeller
Modesta	Nov. 19	Disabled	Off Orkney Island	Not stated
Montserrat	Nov. 11	Collision	Off Robbins Reef	Sank
Mitchell	Nov. 20	Cargo heated	Beunos Aires	None
Mary Hirtle	Nov. 18	Grounded	Battery Point	Heavy
Merrymount	Nov. 22	Leaking tank	Boston	Not serious
	Nov. 27	Lost anchor and chain	At sea	Not stated
Maine	Nov. 22	Disabled	St. Michaels	Lost blades
Morgana	Nov. 22	Grounded	Off Bodo	Total loss
Mount Shasta	Nov. 12	Disabled	St. Vincent	Not stated
Moderyk	Nov. 27	Disabled	At sea	Steerer carried away
Minnesotan	Nov. 27	Disabled	New York	Rudder trouble

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Late Flashes On Marine Disasters

Brief Summaries of Recent Maritime Casualties— A Record of Collisions, Wrecks, Fires and Losses

Name of Vessel	Date	Nature	Place	Damage Resulting
Mabel E. Goss	Nov. 27	Grounded	Portland	None
Maui	Nov. 28	Struck reef	Hilo	None
M. G. Hausler	Nov. 23	Listed	Off Pelee Island	Beached
Marion Chilcott	Dec. 3	Heavy weather	Shetlands	Lost sails, anchor, chain
Matowoc	Dec. 2	Disabled	Wilmington	Dismasted
Minerva	Dec. 2	Sank	Off Fort Delaware	Total loss
Mary M. Diebold	Dec. 3	Struck wharf grounded	Newcastle	None
No. 13	Nov. 17	Grounded	Off Gurnet Light	Not stated
Nevada	Nov. 2	Collision	Off Lamberts point	Hole in side
Nashville	Nov. 8	Sank	Off South Pass	Total loss
New England	Nov. 16	Dragged anchor	Tompkinsville	Not stated
Nora	Nov. 17	Grounded	Off St. George	Not stated
Noravia	Nov. 15	Wrecked	Daniel's cove	Total loss
Normania	Nov. 13	Grounded	Lour river	Not stated
No. 58	Nov. 17	Dragged anchor	Boston harbor	Not stated
No. 62	Nov. 17	Dragged anchor	Boston harbor	Not stated
No. 4	Nov. 10	Collision	Philadelphia	Beached
Neptune	Dec. 4	Short fuel oil	Key West	None
Nantucket Shoals lightship	Dec. 2	Heavy weather	Nantucket Shoals	Torn loose
Oude Maas	Nov. 15	Disabled	At sea	Steerer trouble
Oregon	Nov. 6	Grounded	Nehalem	Cargo damaged
Oneka	Nov. 24	Bunkers afire	Honolulu	Cargo damaged
Oskaloosa	Nov. 28	Disabled	Bermuda	Mach. damaged
Patchet	Nov. 4	Collision	River Mersey	Not serious
Panga	Nov. 5	Leaking	Norfolk	Beached
Pagasset	Nov. 17	Disabled	Baltimore	Boiler trouble
	Nov. 29	Disabled	At sea	Not stated
Poinsoot	Nov. 15	Disabled	Halifax	Not stated
Pochasset	Nov. 22	Grounded	Off Cape Elizabeth	Total loss
Polybius	Nov. 22	Disabled	St. Michaels	Lost blades
Panama Transport	Nov. 10	Collision	Philadelphia	Not stated
Pierrepont	Nov. 29	Collision	East River	Not stated
Pierce McLouth	Nov. 13	Explosion	Off Thunder Bay Island	Firemen killed
Perseus	Nov. 12	Grounded	St. Clair canal	Not stated
Parks Foster	Nov. 20	Disabled	Detour	Broken shaft
Parthian	Dec. 4	Collision	Constantinople	Not known
Royal Prince	Nov. 4	Fire	Havre	Not stated
Royal Arrow	Nov. 17	Dragged anchor	Boston	Not stated
Rock Island Bridge	Nov. 20	Grounded	Helford river	Not stated
Skjold	Nov. 4	Disabled	Las Palmas	Masts broken
Scotsman	Nov. 18	Overdue	At sea	Not known
Santa Tecla	Nov. 16	Deckload shifted	At sea	Not stated
Suporto	Nov. 16	Collision	Off Tompkinsville	Davits damaged
Sadko	Nov. 16	Disabled	Queenstown	Mach. trouble
Salem	Nov. 17	Heavy weather	Jacksonville	Disabled
Stella	Nov. 19	Grounded	Lyngvaer Smoelen	Sank
San Marcos	Nov. 11	Collision	Off Robbins Reef	None
Sacandaga	Nov. 19	Grounded	Off Bremerhaven	Not stated
Santa Andrea	Nov. 19	Grounded	Spezia Arsenal	Not stated
South American	Nov. 18	Snowstorm	Fox river	Grounded
Silver Queen	Nov. 15	Abandoned	Off Lisbon	Dismantled, partially burned
Seekonk	Nov. 26	Fire	Calcutta	Cargo damaged
Santa Rita	Nov. 25	Heavy weather	Off Washington coast	Lost tow
Somerset	Nov. 27	Fire	At sea	Insulation damaged
Skarass	Nov. 27	Short coal	St. John's	None
Signe	Nov. 9	Collision	Hamburg	Not stated
Saucon	Nov. 11	Grounded	Off Aarhuus	None
Solberg	Nov. 27	Disabled	St. John's	Mach. trouble
Staunton	Nov. 27	Collision	Jersey City	Not stated
St. Michael	Dec. 2	Collision	Bay Ridge flats	Not stated
Schoolcraft	Dec. 3	Fire	Wolfe Island	Beached
Tuscan	Nov. 20	Collision	Ambrose channel	Bow damaged
Ticeline	Nov. 20	Collision	East river	Sank
Toledo Bridge	Nov. 22	Disabled	St. Michaels	Lost propeller
Truro Queen	Nov. 10	Disabled	Barbados	Lost sails
Tauton	Nov. 25	Grounded	Northeast Reefs	Abandoned
Tonesit	Nov. 27	Disabled	St. Michaels	Leaky
Trolltind	Nov. 11	Fire	Norfolk	Not stated
Tamalpais	Nov. 26	Heavy weather	Aberdeen	Grounded
Uffe	Nov. 17	Disabled	Aberdeen	Lost blades
Uffemas	Nov. 16	Disabled	At sea	Not stated
Valhalla	Nov. 2	Leaky	Corunna	Not stated
Virginia Dare	Nov. 21	Heavy weather	Norfolk	Lost sails, anchor, deckload
Westwood	Nov. 2	Struck dock	St. Nazaire	Not known
West Zucher	Nov. 4	Disabled	At sea	Engine trouble
West Eagle	Nov. 16	Fire	Montevideo	Heavy
Westport	Nov. 12	Disabled	San Francisco	Engine trouble
W. M. Richard	Nov. 14	Abandoned	At sea	Total loss
Winnebago	Nov. 19	Fire	Barrow	Not stated
W. J. Pirrie	Nov. 27	Missing	Off Washington coast	Not known
West Vaca	Nov. 10	Collision	Off Tilbury	Bowsprit carried away, damaged stem
Wilpen	Nov. 18	Struck dock	Duluth	Damaged stem and plates
W. F. White	Nov. 16	Grounded	Corsica shoal	None
Winona County	Dec. 1	Disabled	Norfolk	Not stated
Waukegan	Dec. 3	Disabled	Honolulu	Engine trouble
Yute	Nov. 16	Disabled	Off Cape May	Not stated
Zarista	Nov. 26	Missing	At sea	Not known

What the British Are Doing

Short Surveys of Important Activities in Maritime Centers of Island Empire

AN EXCEEDINGLY interesting exhibition dealing largely with marine equipment was held between Nov. 8 and Dec. 4, at Kelvin Hall, Glasgow. It was officially designated, "The Shipbuilding, Engineering and Electrical Exhibition." Altogether almost 200 exhibitors were represented, practically all of whom are associated directly or indirectly with the shipbuilding and engineering industries of Great Britain. The purpose of the exhibition was to convey to the public a comprehensive impression of the extent of the work done in Scotch shipyards, foundries, machine shops, etc. Of course it was impossible to exhibit actual ships, but this difficulty was overcome to a large extent by throwing open the extensive Clyde shipyards to the visitors. At the exhibition hall, in addition, a large number of models, small-scale sections, drawings, photographs, etc., were displayed, illustrating the different systems of ship construction. These displays included exhibits illustrating the Isherwood system and two other systems of longitudinal construction which have been adopted by Clyde builders. A large number of small craft were exhibited.

In marine engineering, the scope of the exhibition was wider than in shipbuilding. Various types of ship-propulsion equipment were displayed, including a 2900-horsepower turbine, reciprocating engine, oil engines, boilers, etc. There was also a large number of displays of auxiliary equipment, including an interesting marine engine governor designed to prevent propeller

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racing. A large number of exhibits of auxiliary apparatus for ships, welding and cutting devices, machine tools, etc., also were shown.

* * *

ADDITIONAL German ships are being offered for sale by the British government through Lord Inchcape, chairman of the Peninsular & Oriental Steam Navigation Co. Owing to prevailing conditions, sales are not being concluded as rapidly as was hoped, but recently it was announced that Lord Inchcape has sold 74 ships aggregating 354,870 tons, including the BERLIN, 17,000 gross tons, the MOBILE, 16,900 tons, and the ZEPPELIN, 14,000 tons. The average sale price of these 74 ships is £19 7s per ton, equivalent to $66 at current rate of exchange. This figure throws an interesting sidelight on the problem confronting the United States shipping board in connection with the disposal of its extensive fleet.

* * *

A NUMBER of British ships have recently been diverted from yards in the United Kingdom to Dutch builders for repairs. The latest is the steamship NIGERIA which is to undergo a thorough overhauling at Rotterdam. This is due to the fact that Dutch firms have been able to quote considerably lower figures than British ship repair yards owing to more favorable labor conditions. It is also understood that a number of American owners are executing repairs in Dutch ports in preference to American ports. The savings in these cases are said to be about 15 per cent. The lower Dutch figures are partially accounted for by the depreciation in the Dutch exhange. Skilled platers and riveters are paid only 1 shilling and 7 pence per hour ($0.27) in Dutch yards. Skilled laborers receive 1 shilling and 6 pence ($0.25½), and laborers 1 shilling and 3 pence ($0.21) per hour.

* * *

JOHN I. Thorneycroft & Co., London, launched the steamer VILLE DE DANNEMARIE at their Woolston shipyard Nov. 16. This vessel has been built for Le Groupement Industriel de Charbons et de Transports, Rouen, France. The VILLE DE DANNEMARIE, which was designed by her builders, is of the well deck with raised quarter-deck type. Her principal dimensions are: Length, 240 feet; breadth, molded, 36 feet; depth, molded, 18 feet 6 inches; draft, 16 feet 9 inches; tonnage, deadweight, about 2000. She is built of mild steel to Lloyds requirements for a 100 A. 1. class cargo steamer. The vessel's two cargo holds, one forward and the other aft, contain a combined capacity of 90,000 cubic feet, while coal bunkers for 150 tons are also provided. Water ballast is carried in the cellular double bottom and in fore and aft peak tanks. The propelling machinery, constructed in Thorneycroft's engine works, consists of triple expansion engines having cylinders 18 x 30 x 50 inches diameter by 33 inches stroke, developing 900 indicated horsepower, and giving the ship a speed of 9½ to 10 knots. Steam is generated in two Scotch boilers, each having two furnaces. These boilers are each 10 feet 6 inches in length, 13 feet 2 inches in diameter and carry a working pressure of 180 pounds per square inch.

* * *

ONE of the largest vessels ever constructed on the Mersey river is the Cunard Liner SAMARIA, which was launched from Cammel Laird & Co.'s works at Brinkenhead, Nov. 27. She is 620 feet long with a gross tonnage of 21,000. Built to burn oil fuel, she will have eight decks, with accommodation for over 2500 passengers.

* * *

THE strike of the Liverpool district shipwrights, after lasting 11 weeks and seriously interfering with the shipbuilding industry of the port, ended recently, the men returning on the employers' terms.

* * *

SEVERAL instances are reported on the northeast coast of England of contracts suspended or cancelled, but one firm, Ropners Shipbuilding & Repairing Co., Ltd., Stockton-on-Tees, claims not to have cancelled a single contract. Sir William Seager states that the company might have cancelled contracts with a big initial profit to the company had it been desired to make a big sum out of such cancellations. The firm, however, desired to build the ships and keep their men employed. Several ships are still on order. Sir William also said he is not afraid of American competition if British shipbuilders can get their men to co-operate in increasing output. Given that co-operation the shipbuilding industry of Britain will prove, in his opinion, equal to the task of restoring itself to its prewar position.

* * *

AT PRESENT British river and shipyard workers are persistent in making further claims for increased wages. Tugboatmen on the Tyne to the number of about 300 have ceased work in an effort to secure reduced hours, increased wages and concessions regarding overtime. About 70 vessels on the Tyne are affected. On the Tees, about 150 tugboatmen are also on strike for similar reasons. About 250 men engaged by the Tees Conservancy commission are also on strike. Shipyard joiners on the northeast coast are resisting a proposed reduction of wages of 12 shillings ($2.05) per week make by the Shipbuilders Employers association. The men's attitude may result in a strike. Labor is enforcing its claims in face of the fact that on the Tyne export trade is declining. This is shown by the 10 months' shipment of coal this year totalling only 8,449,619 tons, against 9,969,748 tons for the corresponding period of last year. In the first 10 months of 1913, these Tyne shipments totaled 16,669,333 tons or 8,216,684 tons more than the present year's total for the same period. The Blythe Harbor commission, in order to reduce expenditure, and owing to conditions arising out of the coal strike, has deemed it necessary to discharge a considerable number of its employes. The Blythe coal exports have shown a decrease of 133,000 tons for nine months compared with the same period of 1919.

Want Payment by Results

Despite the depressed condition of the British shipbuilding industry, skilled workmen are claiming a further advance of 6 pence per hour. A discussion took place in London on Nov. 12 between representatives of the Shipbuilding Employers' federation and the various unions of the men concerned. The men ask 6 pence an hour increase in wages with an equivalent percentage advance for piecework. The employers, on the other hand, are endeavoring to get the men to accept an alternative proposal for payment by results. The meeting was held in private, and it is stated that the whole matter was fully discussed but no decision was reached. A further meeting is to be held to consider the questions involved.

Trying Times Predicted

Sir G. B. Hunter, of Swann, Hunter & William Richardson, shipbuilders, Newcastle-on-Tyne, England, in a speech at the mayor's luncheon at Wallsend, Nov. 9, said there was a difficult time just before the industry. For every new order placed, shipowners were trying to cancel two orders, he declared.

Tonnage was not being turned out quickly, he said, and a large number of vessels were waiting for their engines. While some orders were being placed, shipowners were appalled at the high costs, and unless these were reduced by lower wages, or by increased productiveness, the industry would not reach former high standards.

Though New Orleans is second only to New York as to total tonnage and total value of cargoes handled, it ranked fourth among the ports of the country in the shipping board's assignment of tonnage during the past year. New York, Baltimore, and Philadelphia preceded New Orleans.

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Activities in the Marine Field

Latest News From Ships and Shipyards

End Successful Lake Season

BY H. C. MEADE

NAVIGATION has closed on the Great Lakes for the season 1920. In spite of the unfavorable circumstances under which the freight movement was begun, the close of the year finds a marked improvement in the situation over that which prevailed in 1919, the leanest season in many years. Ore shipments for November were much greater than had been expected, there being 5,305,738 tons loaded. This is an increase of 2,153,419 tons over the corresponding period last year when shipments were 3,152,319 tons. The movement for the season up to Dec. 1 was 58,428,080 tons as compared with 47,130,733 tons for the same time in 1919. Shipments of ore in December were 99,146 tons, an increase of 52,484 tons over last December. Total shipments for the season were 58,527,226 tons, making an increase of 11,349,831 tons over those of 1919 which were 47,177,375 tons. When the sales were made last spring, the prospective movement was placed at 62,000,000 tons. Ashtabula, with iron ore receipts totalling 10,934,631 tons for the season, leads all the lower lake ports. Buffalo with 8,255,782 tons is second, and Cleveland comes in third with 7,823,922 tons. Stocks of ore on Lake Erie docks are heavier than they were a year ago. On Dec. 1, the tonnage of ore stocked was 10,955,868 tons as against the same date in 1919 when stocks were 10,454,843 tons. Shipments of cargo coal for the season approximate 22,350,000 tons, while those of 1919 were 21,713,341 tons. Some chartering was done in the late grain trade but the demand was not active. A few of the grain carriers were out until after the middle of the month. Chartering for storage capacity was not heavy. The steamer WILLIS L. KING was chartered to load grain at the Canadian head of the lakes for Buffalo at 5 cents but will hold the cargo at Fort William and deliver it next spring at the same rate. Receipts of anthracite coal at Duluth and Superior for the season up to Dec. 1 were 1,518,870 tons, a loss of 63,530 tons compared with the same time in 1919.

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The passenger steamer R. B. HAYES, owned by the G. A. Boecking Co., Sandusky, is to be used as a lighter when the navigation season is opened in 1921, and will be commissioned as such between Sandusky and Cedar Point. Work of dismantling the steamer was recently begun. The HAYES was built in 1876 and for many years was operated in the passenger service between Sandusky and Cedar Point.

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The steamer A. C. DINKEY bound from Calcite to South Chicago recently with stone went ashore on Detour shoal. The gas buoy that marked the shoal had been taken in. She was released after lightering about half of her cargo. The DINKEY was damaged severely and put into Toledo for repairs.

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Evan I. Jenkins, marine engineer, died on Dec. 8 after a protracted illness. Mr. Jenkins was chief engineer for steamers of the Cleveland-Cliffs Iron Co. and the Becker fleets. His last boat was the steamer B. F. JONES of the latter fleet.

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The steamer J. H. SHEADLE went ashore off Presque Isle ore docks recently and suffered considerable damage. She was pulled off by the steamer A. E. R. SCHNEIDER and a wrecking tug. Temporary repairs were made at Marquette and she was then started for a Lake Erie port for repairs.

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Gust Peterson, a sailor on the steamer GEORGE G. CRAWFORD, was drowned in Black river recently. It is thought that as he was leaving the boat the ladder slipped causing him to lose his balance.

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The CYCLONE, said to be the largest dredge in the world, was towed from Toronto to Buffalo recently.

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The steamer F. W. HART went aground recently at Hay Point in Mud lake. She was docked at Lorain.

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The Goodrich Transit Co., operating six passenger boats on the Great Lakes, has been sold by Albert W. Goodrich to H. W. Thorp, vice president and general manager, and his associates. The company maintains an all year round service between Chicago and Milwaukee and Chicago and Muskegon. The steamship line was founded in 1856 by Albert E. Goodrich, father of A. W. Goodrich.

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Capt H. Benson, who had sailed tugs in Duluth and Superior harbor for 32 years died on Dec. 2. He had a stroke a year ago.

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The steamer D. M. CLEMSON went ashore at Hyde Park shoal recently. She lost her forefoot and shoe and her rudder stock was broken. Repairs were made at South Chicago.

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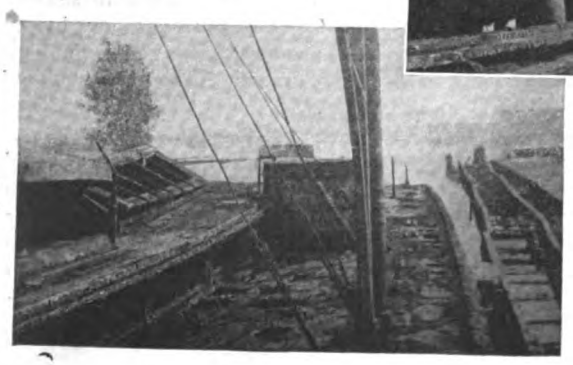
All gas buoys and light vessels in Lake Huron have been discontinued for the season, states E. L. Woodruff, superintendent of lighthouses at Detroit. This includes those in the Straits of Mackinac and excepts only the Calcite gas buoy which will be removed



Lake steamer LANGELL BOYS was burned while docked at Saginaw. She plies in lumber trade

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when navigation at that port has stopped. Gas buoys at Grand Island harbor, east and west entrances, and those at Marquette and Presque Isle have been removed. Poe reef and Martin's reef light vessels have been withdrawn. Spectacle reef, Granite island, Huron island, Manitou and Stannard Rock, Rock of Ages, and Devils Island light stations have been closed.

The steamer FRANCIS WIDLAR was driven ashore on Pancake shoals in a gale that swept Lake Superior recently. Heavy weather hampered the work of the wreckers considerably. Most of her cargo of ore had to be jettisoned.

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The last trip of the season in the passenger service between Cleveland and Detroit was made by the D. & C. steamer WESTERN STATES on Nov. 29 when she sailed for Detroit.

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The steamers JAMES E. DAVIDSON and C. S. ROBINSON collided in the Detroit river recently. The ROBINSON had three buckled plates and the DAVIDSON two damaged plates which were repaired at Port Huron.

Along the Atlantic and Gulf Coasts

UNITED States Mail Steamship Co. announces a new service from Boston to Queenstown, Cherbourg and Bremen. Sailings will begin in the near future. The steamer GEORGE WASHINGTON is flagship of the company's fleet, which includes also such well known liners as the AMERICA, MOUNT VERNON, AGAMEMNON, PRESIDENT GRANT and POCAHONTAS.

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Plans for remodeling the ex-German liner, GEORGE WASHINGTON, now at the army base in South Boston, are being drawn up by naval architects. Bids soon will be called for the extensive alterations and repairs necessary to refit her for the merchant service.

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The 4-mast schooner JOSEPHINE C. MCQUESTEN, built at a cost of $212,000 for Lewis K. Thurlow, Boston, was launched recently at the yards of the Francis Cobb Shipbuilding Co., Rockland, Me. The schooner registers 1665 tons gross, measures 230 feet overall and has a capacity of 2600 tons. She will be commanded by Capt. C. W. Holden, Boston.

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Denial is made by the United Fruit Co. that it intends to discontinue its freight service between Boston and ports in Chile, Peru and other countries along the west coast of South America.

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Sailings from Pacific coast ports to New York and Boston will be resumed shortly by the American-Hawaiian line, represented in Boston by the United American Line.

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Canada Steamship Lines, Ltd., which is the chief Canadian operator of steamships on the Great Lakes, plans next summer to have an aerial passenger service between Montreal, Toronto and New York. According to J. W. Norcross, president of the company, to assure the maximum of safety, water courses will be followed all the way. The planes, which will carry 12 passengers, in addition to two pilots, are credited with a speed of 127 miles an hour.

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It has recently been announced that scout cruiser No. 8, now building at the Fore River yards of the Bethlehem Shipbuilding Corp., Quincy, Mass. will be named DETROIT.

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The steamer CITY OF MIAMI, which recently underwent extensive alterations at the Fore River yards of the Bethlehem Shipbuilding Corp., Quincy, Mass. soon will be put into service between Key West and Havana, Cuba. She will be commanded by Capt. W. T. Holmes, formerly master of the steamer CALVIN AUSTIN.

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The 4-mast schooner MABEL A. FRYE, of 2000 tons register, was launched recently from the yard of the Frye-Flynn Shipbuilding Co., Harrington, Me. The vessel is 200 feet long and has a beam of 28 feet. Capt. A. S. Colbeth of Machiasport will be in command on her maiden voyage.

* * *

An easterly gale and high seas reduced to wreckage recently the 2-mast schooner POCHASSET, which struck Trundy's reef near Portland, Me. The cargo of about 280,000 feet of lumber, valued at $10,000, is being washed ashore.

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American Ship & Commerce Navigation Co. announces that all its vessels are to have the word "Mount" prefixed to their names. The former German steamer DE KALB, now being reconditioned by the company, will be known as the MOUNT CLAY.

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The Boston Marine society, oldest organization of its kind in the world, dating back to 1742, held its one hundred and sixty-seventh annual meeting recently in Boston. The following officers were elected: Capt. James Gurney, president; Capt. John G. Crowley, vice president; Capt. Samuel Pray, treasurer; Capt. Aberdeen H. Child, secretary.

* * *

The United American line will put on direct steamship freight and passenger service between New Orleans and Hamburg, in January, according to E. W. Meyer, New Orleans agent for the United American.

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The French ship VEGA, 5000 tons, left New Orleans Dec. 1, for the Adriatic ports of Jugo-Slavia, opening first service between the Gulf of Mexico ports of the United States and those of the new European country.

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Estimates of Maj. Gen. Lansing H. Beach, chief of army engineers, in his annual report to the federal government, Nov. 29, call for an expenditure of $16,190,000 on the Mississippi river from its mouth to Minneapolis, including provision for the expenses of the Mississippi river commission. Recommendations for projects in Louisiana districts are as follows: Southwest Pass, Mississippi river, $3,140,000; Lake Pontchartrain, $3200; Tchefuncta river and Bogue Falaya, $3500; Amite river, $3000; Bayou Plaquemine, $20,000; Bayou Grosse Tete, $5000; Bayou Teche, $107,550; Atchafalaya river, Morgan City to the Gulf of Mexico, $60,000; intercoastal waterways, Mississippi to the Bayou Teche, $100,000, Franklin to Mermentau, $456,700, and Mermentau river to Sabine river, $612,000; Bayou Vermilion, $10,000; Calcasieu river and Pass, $15,000.

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Doullut & Williams Shipbuilding Co., has delivered the second of the 9600-ton steel ships for the Emergency Fleet corporation, to the agents of the latter in New Orleans. This ship, christened POTTER, was taken out of the inner harbor and navigation canal, where it was built, across Lake Pontchartrain to the Gulf of Mexico and thence up the river to the Crescent City.

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W. O. Hudson, president of the New Orleans dock board, announces the federal government has agreed to lease 2100 feet of wharves, equipped with modern cargo-handling machinery, at the $20,000,000 army supply base in New Orleans, to the city, for a long period of years, on condition that the city take care of the government-operated Mississippi and Warrior river barge lines on some of this wharf space.

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The annual statement issued by the New Orleans dock board late in November showed net operating earnings for the past year of $560,963.93, the largest net sum the board has earned. Virtually all this profit in operation of the water-front utilities will be reinvested immediately in further improvements to the harbor facilities.

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Lake Charles, La., is seeking a 30-foot channel to the sea, connecting the gulf with the proposed route of the intercoastal canal through Lake Charles, and making that city a deep-water port. Cost is estimated at $4,000,000. The city entertained a number of engineers, inland waterway experts, United States and state senators and others interested, on an inspection trip over the proposed route of the channel late in November.

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Conferences between members of the dock board and the public belt railroad, which connects all the wharves, at New Orleans, are being held in an effort to eliminate coal-burning engines from the public belt, since charges have been

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made that it was sparks from these locomotives, which caused the fire at the Cuyamel Fruit Co's. wharf in November.

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The wharf of the Cuyamel Fruit Co., at Desire street and the river, New Orleans, was destroyed by fire of unknown origin in November, with loss variously estimated from $200,000 to $300,000.

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Southern Pacific liner MOMUS was damaged $5000 by fire starting in a heated coal bunker as the steamer lay at her wharf at St. Ann street, New Orleans, late in November. The crew put out the fire with the ship's pumps before the city fire-fighters could get into action.

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The Newburgh Shipyards, Inc., Newburgh, N. Y., launched the 2000-ton steamer CHOLUTECA, for the Cuyamel Fruit Co., of New Orleans, Nov. 30. This is one of five sister steamers being constructed in eastern yards for use by the Cuyamel company between New Orleans and Central American ports.

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Contracts amounting to $175,000 have been let by the New Orleans dock board for construction of the first unit of a large coffee terminal-wharf and warehouse at the Poydras street landing. On the same day, the dock board closed an agreement with New Orleans banks whereby $1,000,000 will be available for improvements to the wharves at Pauline, Desire, Clouet, Fourth and Press streets, according to announcement by W. O. Hudson, president of the board. Banks are supplying the money pending sale of bonds authorized by a new constitutional amendment adopted at the general election Nov. 2. The New Orleans Green Coffee association advanced the funds for the building of the coffee terminal.

Activities Along the Pacific Coast

AS AN echo of the late freight congestion at Puget sound ports, the United States Steel Products Co. is defendant in a suit brought by John Barton Payne, director general of railroads, asking for the recovery of $25,299 in demurrage charges. It is claimed that between February, 1918 and September, 1919, cars of steel products shipped over the Northern Pacific railroad and intended for the Orient were held at Seattle and Tacoma because ocean vessels were not on hand to receive the consignments. Consequently, it is claimed, it was necessary to store this cargo and the demurrage charges accumulated.

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In contrast to the carriage of vegetable oils in cases during the last several years, practically all of this cargo now arriving at Seattle from the Orient is coming in bulk. The various liners on the transpacific route have provided tanks for oil and it is now being handled much more expeditiously and economically. One liner recently discharged 1200 tons of cocoanut oil in bulk at Tacoma, Wash.

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Portland, Oreg., announces it now has 23 steamship lines carrying Oregon cargo to all parts of the world. Of these, three are operating to the Orient, four to Europe, eight to the Atlantic coast, two to the west coast of South America, one to Australia and five are coastwise lines.

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Reports from the Orient state the small "feeder" steamers being operated between India and Hongkong in conjunction with the transpacific liners, are enjoying increasing business. For months these vessels operated with practically empty holds.

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In addition to organizing a marine exchange, Vancouver, B. C., shipping men now are advocating a free port for the British Columbia gateway. It is argued Vancouver lies in a strategic position to develop a great foreign commerce and it is believed a free port would add greatly to its ocean trade.

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The steamer CITY OF TOPEKA, which gained fame during the heyday of the Alaska rush, has been sold by the Pacific Steamship Co. to the Inter-Island Navigation Co., Honolulu. The vessel will be used in the Hawaiian island trade routes. For several years she has operated between Portland and San Francisco.

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The Canadian Pacific railroad has awarded a contract for installing machinery for eight coal-bunkering plants in British Columbia province to the British Columbia Equipment Co., Vancouver. The cost will be about $100,000. The first of the C. P. R. steamers to be converted into coal burners, because of the scarcity of fuel oil, is the PRINCESS ADELAIDE. Alterations are being made at Yarrows, Ltd., Victoria, B. C.

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Conflict between governmental departments resulted in a detachment of marines forcibly taking the fishing steamer GEORGE L. HARVEY from the custody of the United States marshal at Seattle. The vessel was formerly a submarine chaser and was sold to private operators. When a libel was filed, the marshal seized the vessel. In the meantime the navy discovered the purchasers were delinquent in their payments and the HARVEY was taken to the navy yard by the marines. The navy since has receded and the controversy will take its due course in the courts.

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After obtaining permission to increase their rates, the towing companies on Puget sound have voluntarily withdrawn the new tariff and announce the old rates will prevail. This recession in prices is due chiefly to a drop in the cost of coal and cordage.

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The British steamship WAIHORA has sailed from British Columbia with about 7500 tons of coal for New Zealand. This is said to be the first cargo of the kind ever shipped from the north Pacific to the antipodes. It is the more unusual, when the proximity of the Australian coal fields is considered. The WAIHORA came around from Norfolk in ballast.

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The bankentine RUSSELL HAVISIDE, a converted Ferris-type wooden hull, has just completed an exceptionally smart voyage from Puget sound to South Africa. The wind jammer made the run in 101 days, which is fast time. The average is about 120 days. The HAVISIDE carried a full cargo of lumber.

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Initiating service to north Pacific ports, the Atlantic Gulf & Pacific Steamship Co. has sent the steamers WEST APAUM and CAPE HENRY to the Columbia river. These vessels brought part cargoes of steel for the Standifer yards, where tankers are under construction.

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The last shipment of Panama railroad equipment for use on the Alaska railroad has arrived at Seattle from Balboa, canal zone. The equipment consists of six flat-car bodies, 55 trucks and other rolling stock. It was brought up on the steamer WALLINGFORD to be forwarded to Seward, Alaska.

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Efforts of officers to find the British fishing vessel ROCHEPOINT have been unsuccessful and it is believed the craft has escaped to northern waters. The ROCHEPOINT was at a Seattle shipyard under libel. During the night the watchman was overcome and the vessel sailed away.

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At a recent conference in Tacoma, H. F. Alexander, president of the Pacific Steamship Co. announced that, upon the completion of Tacoma's new ocean terminals, the Admiral line will divide its fleet of vessels operating in the Oriental trade between Seattle and Tacoma. The latter port heretofore has not had direct sailings; but with the completion of modern terminals Tacoma will have facilities equal to any port on the north Pacific.

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Puget sound is greatly interested in the proposal to lay another cable across the Pacific. United States Senator Wesley L. Jones has given assurance of his support of the plan to use the northern route. Recently, he stated that, if private companies do not undertake this work, he will endeavor to have the government lay the much needed cable.

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After two months work on Grays Harbor bar, the government dredge P. S. MICHIE has deepened the channel from 26 to 31 feet at high water. At low water the present depth is 22 feet.

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Practical Ideas for the Engineer

Crane Ship for Navy—How Cant Plates Are Developed—Seek Tube Data—Welding Rudder Frames

THE navy recently awarded a contract for construction of a 250-ton revolving crane to be mounted on the hull of the United States battleship KEARSARGE.

The crane will be so constructed that the crane-ship will be seaworthy as it is the intention to transport the ship, under its own power, with turrets and guns on board, to any port where crane service is required. This will be the largest seagoing crane ever constructed.

The construction will be under the direction of Rear Admiral D. W. Taylor, chief constructor of the navy bureau of construction and repair. The crane proper will be designed, and erected on the KEARSARGE at the League Island navy yard, Philadelphia, by the Wellman-Seaver-Morgan Co., Cleveland. All work of preparation of the hull to support the crane will be done by the navy department.

The KEARSARGE with her sister ship KENTUCKY was launched at Newport News, Va., March 24, 1898, and was the first battleship to have superposed turrets. Her length over all is 373 feet, beam 72 feet, draft 23 feet 6 inches, and displacement 11,520 tons.

Preparatory to mounting the crane, the guns, turrets and armor will be removed, and a circular steel foundation, 60 feet in diameter, will be constructed on the deck. To this foundation, rails for the rotating structure will be secured, as the crane will be of the rotary, hinged-jib type. Bulges will also be constructed along each side of the present hull of the KEARSARGE to give additional transverse stability, making a total beam of 92 feet.

Jib Will Carry Huge Loads

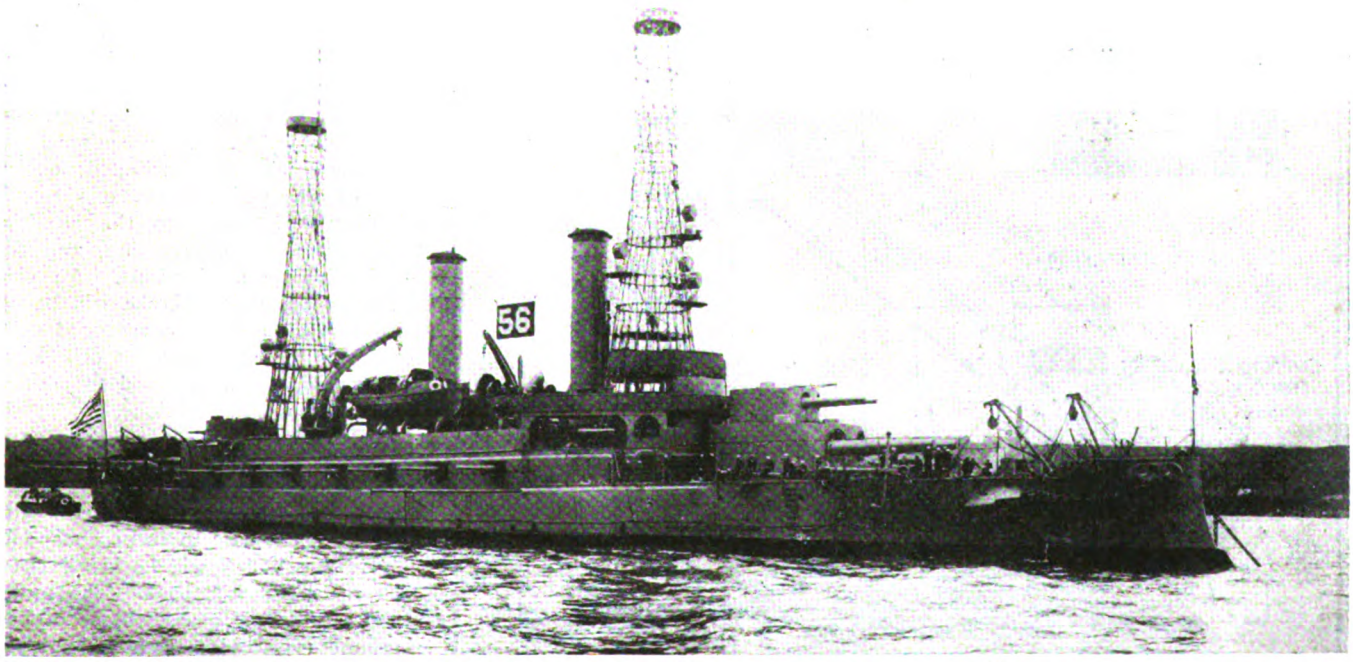
The crane proper will consist of a rotating platform to which the jib will be hinged. The jib will be an enormous structure, even in itself, for it is required to handle its maximum loads at far reaches and great heights. Two main hoist blocks, each having a capacity of 125 tons will be suspended from the jib, side by side, from sheaves fixed in the structure. A 40-ton auxiliary block will be suspended from a trolley, which travels lengthwise of the jib between the main hoists.

An equalizer, with a single hook, will be used to connect the main hoist blocks together when handling the maximum load of 250 tons.

The jib will be capable of luffing in a vertical plane about its hinge pins, this motion being obtained by two massive screws, which operate nuts attached to the elbow of the jib and to a steel back frame built up at the back of the rotating platform. The range of these screws is sufficient that the jib may be luffed to all working positions and, also, to a position approximately horizontal, when its outer end will rest in a cradle, provided at the after end of the ship, for this seagoing or transport position. After the jib has been lowered into the cradle, the entire rotating structure is locked by means of motor operated wedges, to prevent rotation. A special device also will be arranged so the screws can be slacked off to allow the jib to rest securely in the cradle.

The rotating platform will rotate about a central pivot located within the circular foundation. A system of equalized trucks, attached to the platform, will travel on heavy rails attached to the foundation. There will be four rings of these rails, located in pairs, 4 feet apart and having a mean diameter of 60 feet.

Intermediate between the rails, a bevel gear ring will be attached to the foundation and, meshing with this gear, will be two bevel pinions, which will be connected to separate driving



KEARSARGE—FORMER UNITED STATES BATTLESHIP

One of the navy's obsolete fighters now to be equipped with huge crane and used to handle big guns and aid damaged vessels—Will cruise under own power wherever wanted

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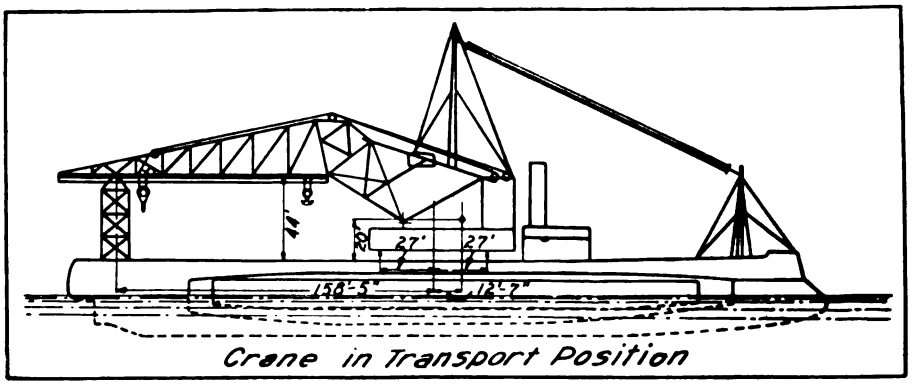
motors on the rotating platform. These pinions will be diametrically opposite at each side of the platform so that deflections in the structure under load will not affect meshing of the teeth.

All hoisting and rotating machinery will be carried on the rotating platform, ropes from the drums being led around deflecting sheaves in the back frame and thence to the hoist sheaves in the jib.

Various functions of the crane will be controlled from an operating tower located at the right side of the jib, on the rotating platform. From this station, high above the deck, the operator will hoist or lower the loads hanging on the hook blocks, move the auxiliary trolley in or out on the jib, luff the jib up or down, or rotate the entire crane. There is no manual labor connected with these operations. All of the motors are governed by automatic control and the operator is required only to turn the small handles of his master controllers to make the giant do his bidding.

The back of the rotating platform will be counterweighted to compensate for the eccentricity of the extreme weights the crane will handle. For this purpose it is proposed to use about 400 tons of the old armor plate removed from the ship. This will first be placed in position and then imbedded in concrete to secure it in place.



METHOD OF CRADLING LIFTING ARM

Direct Current Used

For the operation of the various functions of the crane, direct current at 220 volts will be supplied by a generating plant to be installed in the ship. Leads from this generator will pass through the center pin and terminate in contact rings from which the current will be collected by sliding contact shoes.

The general arrangement and dimensions of the crane are shown in the accompanying illustrations. Each of the main hoist blocks will handle a load of 125 tons at a radius of 101 feet and, when connected by the equalizer, the maximum load of 250 tons at the same radius. The crane has a vertical range from 40 feet below the deck to 103 feet above the deck. The minimum radius of the main hoist, with the jib in its highest position, will be 72 feet. The auxiliary hoist will have a capacity of 40 tons with a maximum reach of 174 feet horizontally. At a radius of 114 feet the vertical range will be from 40 feet below to 135 feet above the crane foundation. This hoist will operate at full load with the jib in any position.

It is interesting to note that the outer end of the jib, when in its highest position, is about 190 feet above the water, and with the jib in its lowest position the extreme end is 102 feet beyond the side of the ship.

The operating speeds of the different functions of the crane will be as follows:

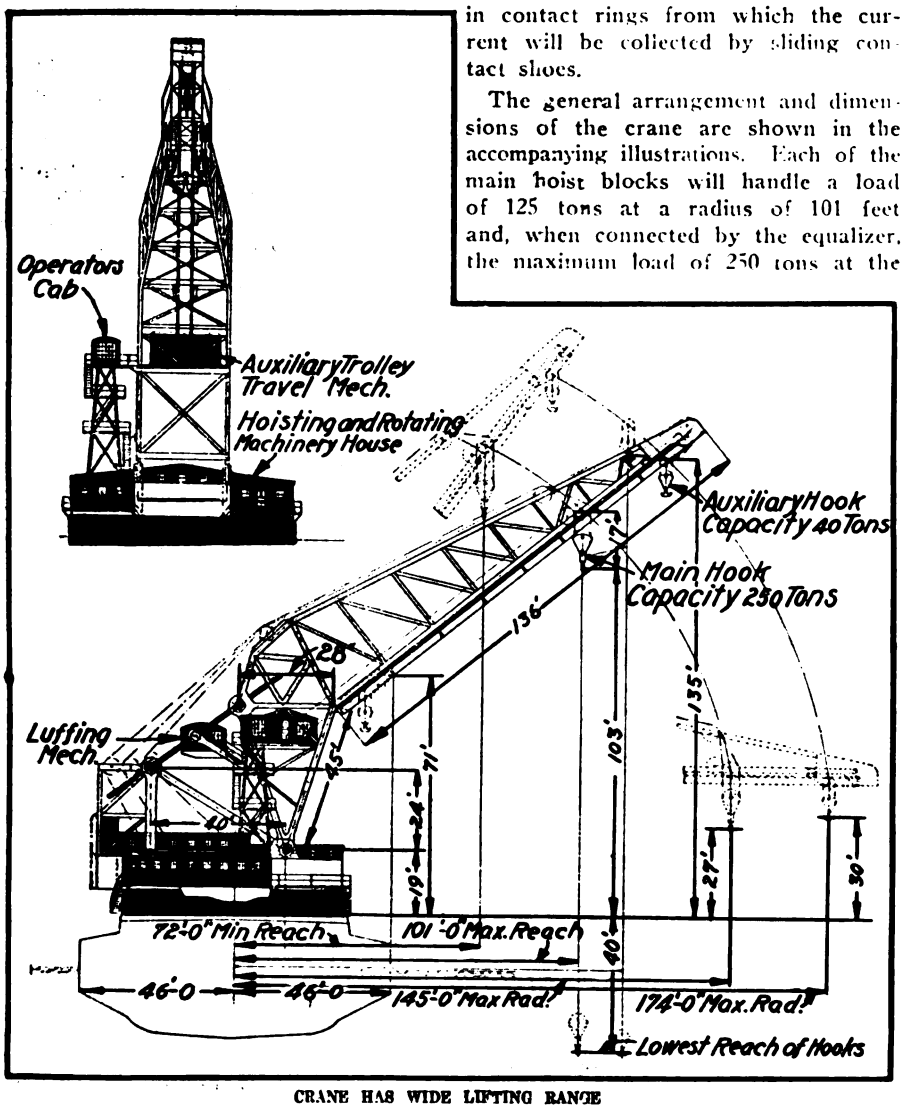
Main hoist, full load, feet per minute	6
Main hoist, no load, feet per minute	10
Auxiliary hoist, full load, feet per minute	14
Auxiliary hoist, no load, feet per minute	30
Auxiliary trolley, jib up, full load, feet per minute	20
Auxiliary trolley, jib up, no load, feet per minute	35
Auxiliary trolley, jib down, feet per minute	50
Rotating, full load, one revolution minutes	12
Luffing, extreme positions, minutes	20

Identical motors will be used for all operations of the crane. They will be of enclosed mill type, series wound and will have a rating of 110 horsepower for one-half hour. Eight of these motors, forming the power equipment of the crane, will be distributed; one to each of the main hoists, one to the auxiliary hoist, one to the auxiliary trolley, two to the rotating, and two to the luffing mechanisms. An electrically operated disk brake will be applied to each motor, so arranged as to set, when the current is cut off. Flexible couplings will be used to connect the motors to their pinions.

Couplings Are Flexible

The motor with its flexible coupling, pinion, brake and bearings, is mounted on a cast bed plate to form a standard power unit, which will be identical for each of the mechanisms. The motor pinions and their gears will be of herringbone type, with teeth ground and hardened.

Each of the 125-ton main hoist blocks will be suspended by eight parts of



CRANE HAS WIDE LIFTING RANGE

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2-inch steel cable, reeved in a double 4-part system, the cable ends passing over deflecting sheaves to the machinery house, where they are connected to separate drums geared to a standard power unit. The two main hoists will be so arranged that they may be coupled together for simultaneous use.

The 40-ton auxiliary hoist block will be suspended from the trolley by eight parts of 1¼-inch steel cable reeved in a double 4-part system. The two cables will be anchored to the inner end of the jib and, after reeving through the trolley and block; will pass around sheaves at the outer end of the jib and back to the auxiliary hoist mechanism, the ends being attached to two drums geared to a standard power unit.

On account of the inclination of the jib, a greater amount of power is required to move the trolley toward the outer end of the jib than in the reverse direction. A double 2-part syster of 1¾-inch cable will be used for the outward travel and two 1-inch tail ropes will be provided. The two large ropes will be anchored at the outer end of the jib and lead around sheaves in the trolley, then around the end of the jib and back to the trolley mechanism, where they will be anchored to two large winding drums. The tail ropes will lead directly from the trolley to a drum of one-half the diameter of the large ones thus compensating for the 2-part system on the outer end. All of the drums are geared to a standard power unit, as in the case of the other mechanisms.

The two independent power units for rotating the crane are located at each side of the platform and each geared to one of the bevel pinions, which mesh with the gear ring attached to the foundation. There is no mechanical connection between these two units, equalization of the rotating loads being produced by the characteristics of the motors, which holds them in electrical balance. In case of accident to either motor the other is capable of revolving the crane at reduced speed.

Luffing Done By Screws

Luffing of the jib, up or down, will be accomplished by varying the distance between the back-frame and the elbow of the jib. For this purpose, four large screws will be used, two having right hand and two left hand threads. These screws will be arranged in pairs at each side of the jib, one right hand and one left hand being placed end to end and coupled together at the center, the ends passing through nuts supported on trunnions in the back frame and the jib. These screws will be turned by gears attached to the center couplings. On account of the extreme angle through which the jib is luffed, there is great variation in the distance between the nuts. In order to prevent underside deflections in the screws, when fully extended, a luffing strut will be introduced. This strut will be pin-connected to the jib at a point midway between the hinge-pins and the nuts, and its upper end will be supported on trunnions at the center of the screw coupling. In addition to supporting the screws, this strut forms also a support for the luffing mechanism, which will consist of two standard power units geared to the screw coupling. The screws will be 15 inches in diameter, of alloy steel, heat treated, and will have buttress threads 4 inches in pitch. The nuts will be over 4 feet in length, of manganese bronze, and will be supported in steel trunnion castings.

Laying Out Cant Plating

Method Developed in Mold Loft of Large Eastern Shipyard Proves Successful

BY WILLIAM ASHE

ANY system of development of plating is merely a method of laying down on a flat surface the outlines and connections of a plate, which is to be a part of a curved surface, with sufficient accuracy, so that when the plate is laid-off from a mold made from the lines as laid down on the flat surface, it will when bent to the curved surface of which it is to form a part, assume the outlines intended closely enough to make the rivet holes match, and permit it to be properly riveted in place. A good example to illustrate the principles of any system of development is that of cant plating; that is, the plating around the stern of the vessel over the cant framing. This is because the curvature is comparatively so great and yet is such that it may readily be seen how the developed plates assume the positions intended.

Following is a brief description of the method of developing cant plating, which has been worked out in the mold loft of the Newport News Shipbuilding & Dry Dock Co., Newport News, Va.:

Lines of the stern must be laid down on the mold loft floor in the usual way, profile, plan view and body plan, as shown in the accompanying illustration, giving the lines of the cant framing in each view and also the buttock lines, usually for each 2 feet. The lines of the plating then are indicated in each view from the shell plating plan, and the butts located.

The first process in the development is to establish across the plating what is known as a "normal base line." This may be started in any convenient place. The method of constructing the normal line is illustrated by an exaggerated sketch in the accompanying figure. As the buttocks are not exactly parallel to each other, this normal base line is an approximate line only and is obtained by establishing a point on any buttock, drawing a line from this point at right angles to the buttock and marking its intersection on the next buttock. Another line then is drawn from the same point on the first buttock, at right angles to the second buttock, and its intersection with the second buttock marked. Since the two buttocks are not exactly parallel, this will establish on the second buttock two points a short distance apart. A point then is marked on the second buttock, midway between the above two points, and is called the "neutral point." Starting from this neutral point, the same process is repeated to the next buttock. The normal base line then is drawn from the starting point through the various neutral points established on the successive buttocks.

Normal Base Taken

In the cant plating as illustrated in the accompanying drawing, for instance, a normal base line is started on the center line near the knuckle in the plating, by laying a square—an ordinary carpenter's square or equivalent device—with its corner on this point and one edge along the line of the plating at the center line, and marking on the No. 2 buttock the point where the other edge of the square crosses it. The square then is laid with one edge on the No. 2 buttock, and slid along until the other edge passes through the starting point on the center line. The point at the corner of the square then is marked on the No. 2 buttock. This gives on the No. 2 buttock, two points a slight distance apart. A point is marked midway between them and this is the neutral point for the No. 2 buttock.

The corner of the square is then laid on this neutral point, with one

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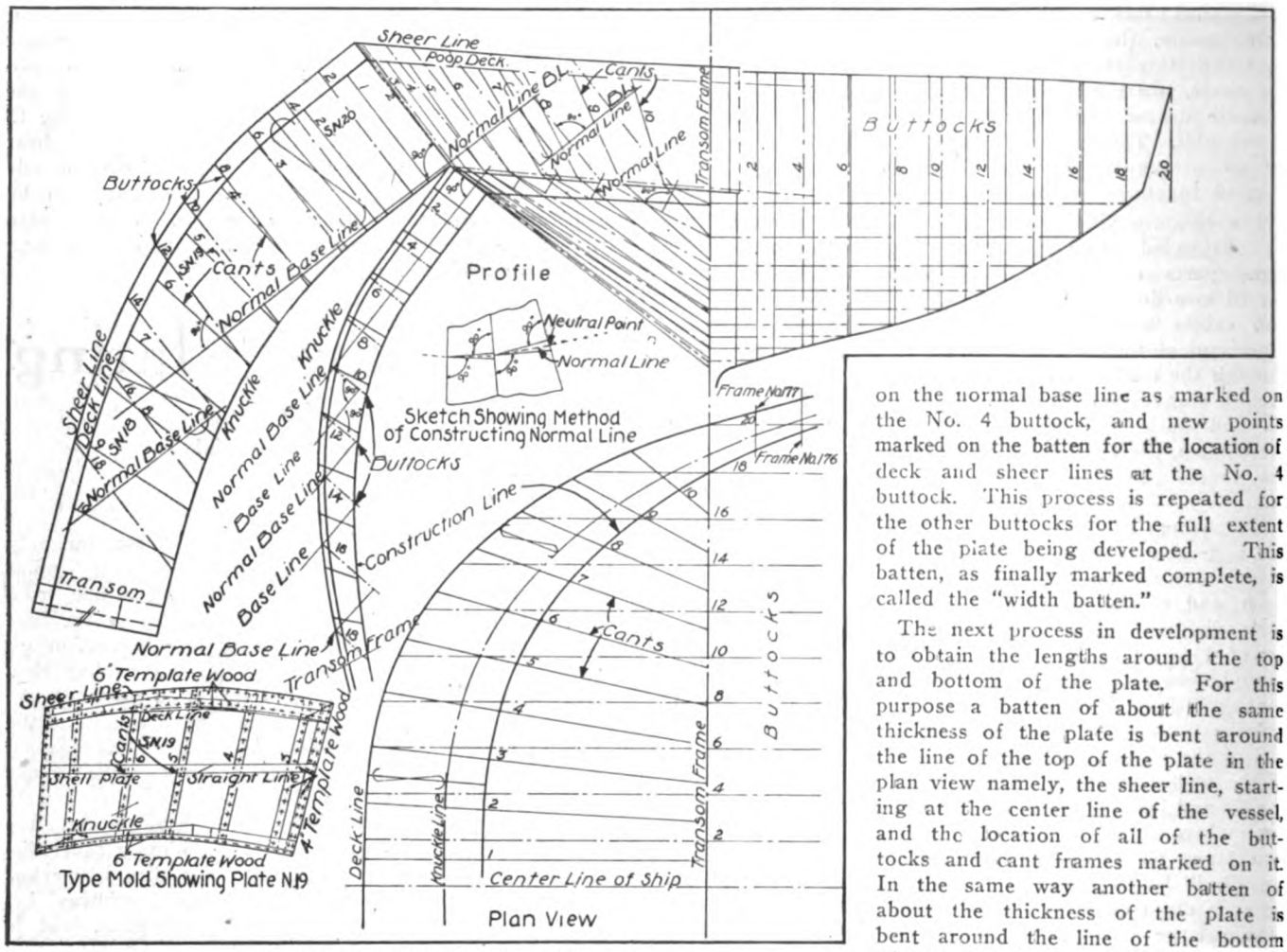

METHOD OF DEVELOPING CANT PLATES

edge of the square along the No. 2 buttock line, and the point where the other edge crosses the No. 4 buttock is marked. The edge of the square is laid along the No. 4 buttock line and the square slid along until the other edge passes through the neutral point on the No. 2 buttock. The point at the corner of the square is marked on the No. 4 buttock. This gives on the No. 4 buttock two points a slight distance apart. A point is then marked midway between them, and this is the neutral point on the No. 4 buttock. The process is repeated, starting with this neutral point on the No. 4 buttock and working to the No. 6 buttock. Having established a neutral point on the No. 6 buttock, the process is again repeated, beginning from it and working to the No. 8 buttock, and so on, until neutral points have been established on all the buttocks.

Normal Lines Drawn

The normal line is then drawn from the starting point through each of the neutral points established on the different buttocks. This line is of course not a straight line, but is made up of a series of straight lines drawn from one neutral point to the other and forming altogether a slightly curved line.

The next process in development is to transfer the widths of the plate from the profile to a batten, or slender straight strip of wood. The batten is laid along the center line in the profile, and the position of the normal base line, knuckle line, deck line and sheer line marked on it. In other words, it has marked on it a point for the normal base line, and points for each edge of the plate and for any connections to the plate. This gives the width of the plate (the distance from the knuckle line to the sheer line as marked on the batten) and also shows the location of each edge relative to the normal base line.

The batten is then moved to the No. 2 buttock and the point previously marked on the batten for the location of the normal base line is laid on the normal base line (neutral point) as marked on the No. 2 buttock. New points are then marked on the batten to show the location of the knuckle line, deck line and sheer line, relative to the normal base line, at the No. 2 buttock. The batten is then moved to the No. 4 buttock, the original point marked for the normal base line laid on the normal base line as marked on the No. 4 buttock, and new points marked on the batten for the location of deck and sheer lines at the No. 4 buttock. This process is repeated for the other buttocks for the full extent of the plate being developed. This batten, as finally marked complete, is called the "width batten."

The next process in development is to obtain the lengths around the top and bottom of the plate. For this purpose a batten of about the same thickness of the plate is bent around the line of the top of the plate in the plan view namely, the sheer line, starting at the center line of the vessel, and the location of all of the buttocks and cant frames marked on it. In the same way another batten of about the thickness of the plate is bent around the line of the bottom of the plate in the plan view, namely, the knuckle line, and the location of the buttocks and cant frames marked on it. These battens are called the "stretch battens."

Laying Out Begun

Data now are in hand to begin actual laying out of the developed plate on the mold loft floor.

The first procedure in this process is to draw a straight line in any convenient location on the mold loft floor, to indicate the center line of the vessel at the stern. The width batten is laid on this line and points marked from it on the floor, to correspond with the locations of the normal base line, knuckle line, deck line and sheer line, at the center line of the vessel, as marked on the width batten. The width batten is lifted and the top and bottom stretch battens are laid down on the floor in their proper positions at the top and bottom of the plate, extending approximately at right angles to the center line as marked on the floor and with the center line points as marked on the stretch battens laid on the center line as marked on the floor. The upper batten is, of course, also laid with its edge on the sheer line point at the center line as marked on the floor and

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the lower batten with its edge on the knuckle line point as marked on the floor. The ends of the stretch battens are then fastened to the floor in this position.

A square is then laid on the floor with its corner at the point on the center line marking the beginning of the normal base line and one edge along the center line as marked on the floor. A line normal to the center line from the point of beginning of the normal base line is drawn on the floor along the other edge of the square. The width batten is laid on the floor approximately perpendicular to this line and, with the point where the normal base line is marked for No. 2 buttock on the width batten, laid on this line. Keeping this point on the width batten on this line as drawn on the floor and moving the width batten back and forth as necessary, the stretch battens each are moved until the points, where the sheer and knuckle lines are marked on the upper and lower stretch battens for the No. 2 buttock, coincide with the points of the sheer and knuckle lines marked on the width batten for the No. 2 buttock. The No. 2 buttock line is then marked on the floor along the edge of the width batten. The square is laid with one edge along this line and slid up and down until the other edge passes through the beginning point of the normal base line as marked on the floor at the center line. The location of the corner of the square is then marked on the No. 2 buttock line on the floor.

Mark Neutral Point

Since the No. 2 buttock line is not exactly parallel to the center line, this will give two points on the No. 2 buttock line a short distance apart. A neutral point is marked midway between them, which is the starting point for the normal base line from the No. 2 buttock to the No. 4 buttock. The width batten is again laid on the No. 2 buttock line, with the normal base line point on the width batten laid on the neutral point as finally determined on the No. 2 buttock on the floor, and the stretch battens are adjusted so that the sheer and knuckle lines, as marked on them for the No. 2 buttock, coincide with the sheer and knuckle lines as marked on the width batten for the No. 2 buttock. The stretch battens are then fastened to the floor in this position at the No. 2 buttock.

The process is next repeated from the No. 2 buttock to the No. 4 buttock; that is, a normal line is drawn on the floor from the No. 2 buttock to the No. 4 buttock exactly as described in drawing the normal line on the floor from the center line to the No. 2 buttock. The width batten is then laid on the floor approximately perpendicular to this line and, with the normal base line point as marked on it for the No. 4 buttock, laid on this line as marked on the floor. It is then moved as necessary and the stretch battens adjusted until the sheer and knuckle points as marked on them for the No. 4 buttock coincide with the same points as marked on the width batten. The No. 4 buttock line then is drawn on the floor along the edge of the width batten as was described for the No. 2 buttock.

The square is laid with one edge along the No. 4 buttock and slid back and forth until the other edge passes through the neutral point as finally marked on the No. 2 buttock. The location of the corner of the square is marked on the No. 4 buttock. This gives two points on the No. 4 buttock a short distance apart and a neutral point is established midway between them, as previously described for the No. 2 buttock. The width batten is again laid on the No. 4 buttock with its normal base line point coincident with the neutral point of the No. 4 buttock, and the stretch battens are adjusted until the sheer and knuckle points as marked on them coincide with the sheer and knuckle points as marked on the width batten. The stretch battens are then fastened to the floor at the No. 4 buttock in this location.

Proceeding in exactly the same way from the No. 4 buttock to the No. 6 buttock, etc., the development proceeds for the entire length of the plate. The entire outline of the developed plate now may be marked on the floor by drawing lines along the edges of the stretch battens. Lines of the cant frames then may be drawn across the plate by transferring to the floor the points on the top and bottom stretch battens where the cant frames have been marked on them. The deck line also may be drawn on the plate by transferring from the width batten at each buttock the point, where the deck line has been marked on it, and running a batten through these points. These points, of course, can be marked on the buttocks on the floor at the same time that the width batten is laid down to locate the edges of the plate, but this was not mentioned previously, to avoid confusion.

Usually the knuckle line is not actually the bottom edge of the plate, but the cant plating has a flange on the bottom edge beyond the knuckle, to make connection with the shell plating below. This flange may be developed separately in exactly the same manner as described above. Usually the flange is so narrow that it would be almost impracticable to develop it only in its actual width, and it is more convenient to draw an imaginary construction line about two feet down the plating, as is illustrated in the accompanying drawing, develop the whole surface between the knuckle and the construction line, and then use in making the mold only that part of the developed surface covered by the actual flange. It will be found that the cant frame lines assume a quite different direction below the knuckle line. This is the natural consequence of the lay of the plating, and the holes in the flange for the cant frames will be found to fit accurately, when the work is in place.

Mold May be Made

With the plate fully developed on the mold loft floor, as described above, a mold may now be made showing all of the shearing edges and placing all of the rivet holes for the various connections in their true position, about as shown in the sketch of mold for plate No. 19 in the accompanying figure. Although the whole process of development is necessarily approximate only, it has been found by considerable actual experience that, if it is carried out accurately as described above, the plate as laid out from the mold will fit so well that the difference between it and a plate laid out from a flat mold for a flat surface is hardly noticeable.

If any of the cant plating continues beyond the transom frame, it will be necessary to develop that part beyond the transom frame in the manner used for the regular shell plating, as will be explained later in another article.

If one normal base line runs off the edge of a plate before the end of the plate is reached, as happens especially for cant plates below the knuckle, it is necessary only to start another normal base line anywhere within the width of the plate on the same buttock and use both base lines in the usual way, in developing the plate This is illustrated by the various normal base lines drawn in the figure, in addition to that described.

Seeks Data on Tubes

Joint investigation is being made by the General Electric Co., Schenectady, N. Y., and the Diamond Power Specialty Co., Detroit, into the life of condenser tubes. The investigation is undertaken with the object of determining the possibilities of utilizing calorized copper tubes.

Calorizing has proved its value in preventing oxidation of soot-blower

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units, pyrometer protection tubes and other equipment at points of high temperature. Though not generally known, calorizing has been utilized successfully, under certain conditions, as a means of preventing corrosion.

Information is desired from engineers engaged in stationary power plant and marine work respecting service they are getting from condenser tubes. Co-operation of such engineers is requested and will be greatly appreciated. To be of value, reports should contain specific data on the following points: (*A*) Metal of which tubes are made, (*B*) size and length of tubes, (*C*) life of tubes.

RAMMING THE MOLD

Communications on this subject should be addressed to Robert June, of the Diamond Power Specialty Co.

Endorse Diesel Rules

At a meeting of the representatives of the American bureau of shipping and the manufacturers advisory committee held at the offices of the bureau Nov. 11, revised rules for the classification of internal combustion engines, as drafted by the engineers of the bureau, were submitted to, and approved by the committee.

The following members of the committee were present: Harte Cooke, McIntosh-Seymour Corp.; Max Rotter, Busch-Sulzer company; B. Nordberg, Nordberg Mfg. Co.; W. T. Dimm, Newport News Shipbuilding company. Important business engagements prevented the attendance of Dr. Charles E. Lucke, chairman of the committee.

To give builders of diesel engines opportunity to voice suggestions in connection with various requirements of the rules, an invitation was issued to attend a meeting at the bureau on Nov. 12. The meeting was largely attended and the rules were approved with minor modifications. The rules have now been submitted for the final approval of the bureau's committee on engineering. It is expected the new rules will be issued by Jan. 1, 1921.

Welds Rudder Frame

When the 4341-ton Green Star line freighter WEST GRAMA was recently placed in drydock for repairs at the Robins Dry Dock & Repair Co., South Brooklyn, N. Y., the frame of her 9-ton cast steel rudder was found fractured in four places. To replace the rudder by purchasing a new casting would have cost about $9000, not including the cost of installing the renewal and loss due to idleness of the vessel, awaiting delivery of a new rudder, which would have taken about four months. It was, therefore, decided to repair the rudder frame by thermit welding.

In making this repair, the rudder was unshipped and laid on the dock with the frame in a horizontal plant, as shown in the accompanying illustrations. The metal surrounding the four breaks was then cut out with an oxyacetylene torch and chipped with a pneumatic chisel, so that four gaps each about 3 inches in width, were made to provide space for the thermit steel to enter. As the fractures in this particular repair extended only partly across the casting it was necessary during preheating to offset contraction strains by heating the ribs at the ends of which the welds were located.

Each pair of welds was poured simultaneously as the pattern wax previously had been shaped to connect the two gaps in each pair of welds. For the whole job 450 pounds of thermit was used in each of the two crucibles. The welds were satisfactorily completed within five working days after the fractures had been cut out.

Stopping Engine Knock

The engineer of a newly built oil tanker recently was confronted with the problem of eliminating a knock in a stationary gasoline engine installed aboard his ship to drive the pump used for pumping oil out of the tanks. The engine refused to perform efficiently due to the knocking. Examination showed that the knock was not a bearing knock. All kinds of vaporizer adjustments were tried but to no avail.

Then the compression of the engine was tested, in the thought that the engine originally had been intended for operation by gas instead of gasoline. It was found that the compression was too high and this was reduced by planing off the connecting rod brasses, in order to permit the piston to go down farther to relieve the compression. This quieted the knocking to some extent but did not eliminate it entirely.

An experiment then was made in substituting a carburetor in place of the vaporizer with which the engine originally had been equipped. The vaporizer was provided with a hit and miss governor. After the installation of the carburetor, the knocking was eliminated and the engine gave entire satisfaction. The carburetor employed was of the automatic, float feed type; the engineer desired a carburetor of the overflow type but was unable to secure it without going through the delay of having it made to order. He simply removed the float from the carburetor bowl and piped an overflow pipe into the bowl at the correct height in order to keep the gasoline at the right level in the bowl.

MAKING THE WELD

Form Maritime Body

The Maritime Association of the Boston chamber of commerce recently has been formed to further the interests of the port of Boston. The board of directors consists of: Edward E. Blodgett, attorney; G. J. Jackson of the International Mercantile Marine; Capt. Eugene E. O'Donnell of C. H. Sprague & Co.; George Wooley of the Commercial Towboat Co.; Charles Stewart of the Cunard line; Charles E. Spencer Jr., vice president of the First National bank; William E. Hodge of the Boston Insurance Co. and others.

The steamer WILPEN struck a dock at Duluth recently and damaged her stem and fan bow plates.

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Equipment Used Afloat, Ashore

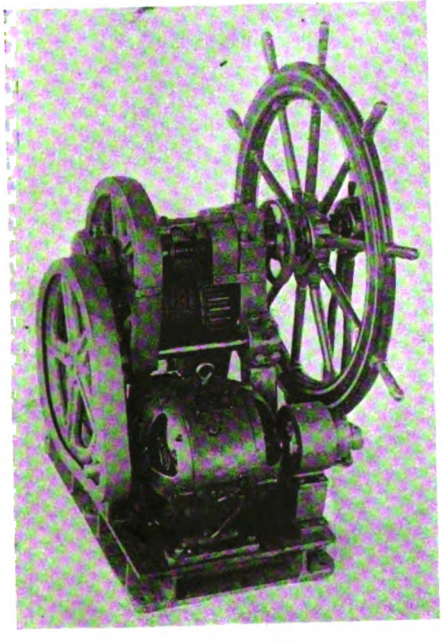
Electric Steerer—Heavy Duty Miller—Fuel Oil Heater

THREE steel barges just built for the Standard Oil Co. of New York by the Bethlehem Shipbuilding Corp., Ltd., are self-propelled and electrically steered. They are designed to carry oil in bulk and will be placed in service on the New York state barge canal.

These barges are 156 feet long and are listed at 690 tons deadweight. They are driven through a single screw, and the propelling power is furnished by an oil engine, which also runs a generating set of sufficient size to furnish the electricity required to operate the electric steering gear.

The electric steering gear installed on these barges is of the drum type, specially designed to combine light service with compact arrangement. It was designed by the auxiliary machinery department of the Bethlehem corporation, and built at its Moore plant, Elizabethport, N. J.

All working parts of the steerer, including the motor and brake, master switch, drum, hand wheel and the required gearing, are mounted on a single base measuring 25 inches by 41¾ inches. This compact arrangement



ELECTRICALLY OPERATED STEERER

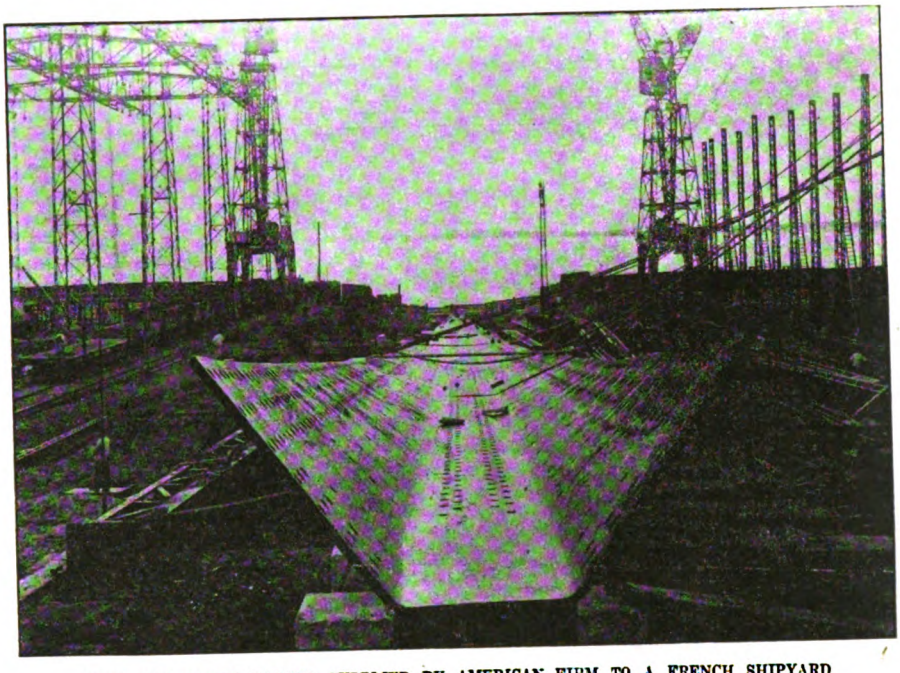
makes it possible to place the entire gear in the pilot house. The motor employed in the steering gear is of the compound-wound, direct-current type, rated at 3 horsepower, 110 volts. It is provided with ball bearings and is suitable for 100 per cent overload for 5 minutes. The motor is controlled by means of a magnetic control panel operated by a master switch at the steering stand.

A shift of the master switch to right or left causes the motor to be operated through the magnetic panel in the required direction. Power is transmitted from the motor through triple gears to the drum and to the quadrant on the rudder stock by means of a ¾-inch flexible steel wire rope. When the switch is brought back to the central, or off, position, the line is disconnected and the motor is stopped by means of a quick-acting shunt brake. Electrical dynamic braking is also provided.

A rudder indicator mounted on the framework of the steerer shows the position of the rudder at all times. When the rudder reaches a hardover position, a gear limit-switch disconnects the power, stops the motor and prevents damage due to operating the steering gear beyond the working rudder-angle.

The steerer is provided with a 60-inch hand wheel for use, when steering by hand. Shifting from electrical steering to hand steering is accomplished by a clutch wheel, which shifts two jaw-clutches. When the hand steering wheels are connected to the drum, the motor is disconnected automatically and vice versa. When the gear is connected up for hand steering, the clutch is held in place by a spring latch, so when it is desired to shift to electrical steering, the spring latch is raised and a steel coil spring automatically moves the clutches to the required position. This renders it impossible for the motor and hand-wheel to be connected to the drum at the same time and eliminates all danger of accidents from this source.

This type of electric steering gear is suitable for service on river barges, yachts or any other light draft vessels.



KEEL FOR LARGE TANKER SUPPLIED BY AMERICAN FIRM TO A FRENCH SHIPYARD

Agent for French Yard

An arrangement for supplying American steel to a French shipyard and for selling the products of that yard in the United States, has just been made by the Smith-Eisemann Corp., of America, New York. This firm will act as American and Canadian purchasing agent for the Chantier et Ateliers de St. Nazaire, Penhoet, Paris, and will be American sales agent for the French built steamers.

This shipbuilding company has yards at St. Nazaire and Rouen, with six and eight ways respectively. These plants employ about 9000 men, the yards consuming more than 80,000 tons of steel annually. The company has built large liners such as LA FRANCE and is completing the PARIS of 37,000 tons. The firm also specializes in oil tankers.

The Smith-Eisemann Corp. has been

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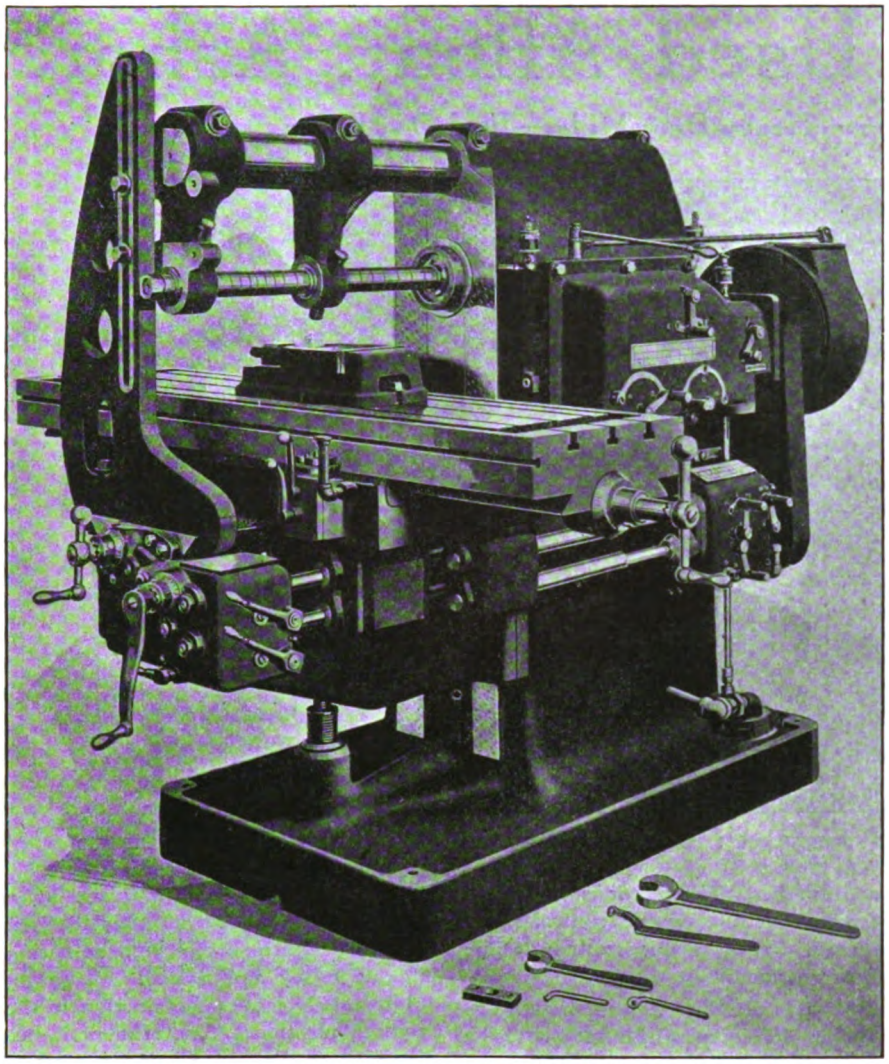


MEDIUM DUTY MILLING MACHINE WITH FULL AUTOMATIC FEED

supplying this company with steel for some time, shipping more than 30,000 tons during the past year. The 10,000-ton freighter UNION just launched at St. Nazaire, was built entirely of American steel. The accompanying photograph shows the keel for a large tanker in position at this yard. This plate was rolled from American steel, furnished by the Smith-Eisemann Corp.

Miller For Heavy Duty

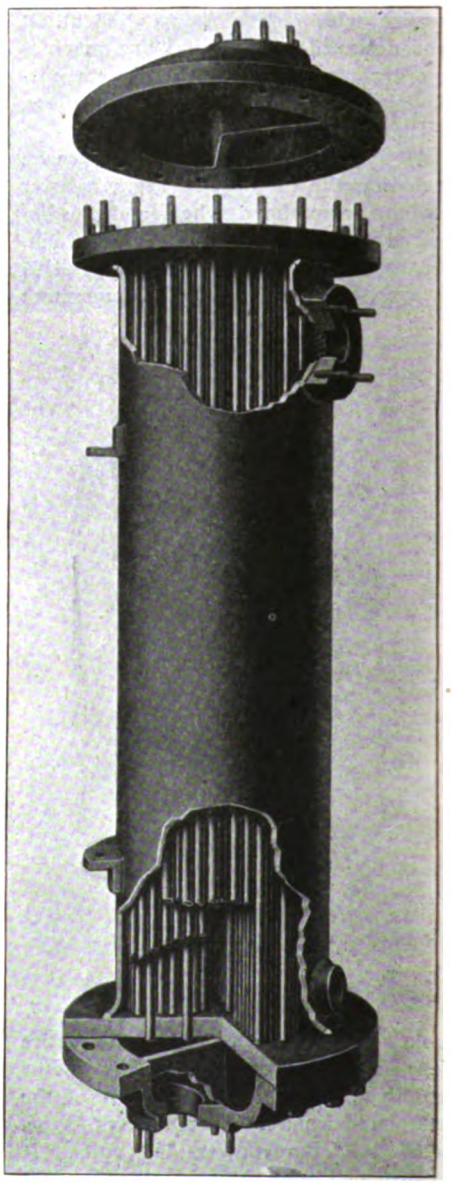
Modifying its milling machine introduced several years ago, the Kempsmith Mfg. Co., Milwaukee, has placed on the market a miller adapted to the medium-heavy classes of automobile, steam turbine, shipyard, airplane, tractor and machinery work. As shown by the accompanying illustration, the knee is of the solid top design, this construction serving to resist clamping strains and the torsional effect of the table overhang.

The column is ribbed internally and is further strengthened by the reservoir for the speed drive oil which forms a solid rib midway of the column height. Drive from the saddle to the table is located near the end of the saddle, thus leaving the center solid. The table is 12 inches wide and 56 inches long. Arbor alignment is maintained by the wedge lock type overarm, a solid steel bar 4½ inches in diameter. Right hand spindle design has been used so that the normal rotation is correct for standard drills and boring tools. Spindle reverse is included to get cutting strains in the proper direction on certain classes of work.

A friction plate type clutch is operated by a hand lever, where it can be reached easily. A brake operating on the reverse throw of the clutch lever overcomes the momentum of the spindle gear train and stops the spindle quickly. The drive pulley mounted on ball bearings and provided with a clutch takes a 3½-inch belt and runs at 400 revolutions per minute. Two levers control the longitudinal movement of the table, one is for the feed and the other is for the power quick traverse. The knee and saddle movements are operated by a second set of two levers. Design is such that eighteen changes of feed ranging from 5/8-inch to 25 inches per minute in geometrical progression are possible with the feed change mechanism. Gears all are heat treated steel and run in an oil bath. When so desired the machine is arranged for motor drive through a belt, a 7½-horsepower motor running at 1200 revolutions per minute being used. The range of the miller in power drive is 28 inches longitudinally, 10 inches transversely, and 19 inches vertically. Elaborate cooling and oiling systems are included in the features of the new machine.

New Fuel Oil Heater

The Griscom-Russell Co., 90 West street, New York, manufacturer of oil heaters of the coil type, has recently placed on the market a new



SECTIONAL VIEW OF FUEL OIL HEATER

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oil heater unit of the straight tube type As shown in the accompanying illustration, the heater is designed for preheating fuel oil before it goes to the burner and to insure complete atomization of the oil and good combustion under boilers or in furnaces. The oil is pumped through the tubes and high pressure steam in the shell serves as the heating medium. The shell of the heater is constructed of wrought steel welded to steel tube plates. The tubes are of seamless drawn steel expanded into tube sheets at either end.

Late Marine Patents

Copies of any one of these patents can be obtained by forwarding 25 cents in stamps to Siggers & Siggers, patent attorneys, National Union building, Washington, and mentioning MARINE REVIEW.

1350603 Bulkhead structure, Jacon Gerritson and William L. Rock, Kankakee, Ill.

1350667—Floating fortress, Julian Ortiz, Greenville, Del.

1350814—Wedging block for shipbuilding, Rufo Sanchez, Newark, N. J.

1350845—Process for making torpedoes, Joseph Scardoce, Vineland, N. J.

1351026—Cargo storage for boats and unloading mechanism, Stanford T. Crapo and Joseph R. Jenkins, Detroit, assignors to Huron Portland Cement Co., Detroit.

1351518—Cutting holes in ships' walls, Walter J. Jones, New York, assignor to B. R. Chichester, Leighton P. Stradley, and Harry A. Stone, trustee under a Massachusetts trust.

1351160—Ship-saving device, Terentie Davidenia, Detroit.

1351627—Lifeboat, George Doffel, West Seattle, Wash.

1351836 Buoyant life saving fitting and appliance for ships, Patrick Churchill, Manchester, England.

1352000—Sunken ship indicator, Joe Hlavaty Jr., Wallis, Tex.

1352318—Lifeboat, Leopold Sesty, Bridgeport, Conn.

1352753—Skiff, Stewart B. King, Highlands, N. J.

1352770—Float for boats, Samuel E. Van Horn, Manhasset, N. Y.

1352922—Propulsion mechanism, Leo A. Sprague, Henderson, N. Y.

1352998—Construction of ships, James M. Thompson, Buffalo.

1353027—Bow facing oar, William Henry Clay, Eustis, Fla.

1354091—Flask for torpedoes, Arthur H. Chase and Harry L. Boesch, Washington, assignors to the United States government.

Business News for the Marine Trade

Capitalized at $100,000, the McCarren Towing line, Newark, N. J., recently was incorporated by Daniel McCarren, L. A. McCarren and others.

The Atlantic-Pacific Mfg. Corp., Brooklyn, N. Y., lifesaving equipment, recently was incorporated with a capital stock of $75,000, by E. W. and C. M. Skoldberg, and G. Swanson, 30 Prospect Park, Brooklyn, N. Y.

The McEvoy Mechanical Device Corp., New York, machinist and shipbuilder, recently was incorporated with a capital stock of $5000, by J. A. Trimble, R. A. Barton and H. D. O'Hara, 524 West 145th street, New York.

The Danzig line, New York, recently was incorporated with a capital stock of $5000, by L. W. Simmons, G. N. Richards and A. T. Egelhoff.

Capitalized at $25,000, the Colonial Steamship Corp., New York, recently was incorporated by T. J. Kandt, J. G. Kresge and F. A. Haight, 50 Broad street, New York.

The Worden Ship Corp. recently was incorporated at Wilmington, Del., with a capital stock of $100,000, by T. L. Croteau, M. A. Bruce and S. E. Dill.

Robert Roork, ship chandler, Camden, N. J., recently was incorporated with a capital stock of $125,000, by Robert S. Roork, Edward West and O. M. Bowen.

The Panamanian Ship Corp., New York, has been incorporated with a capital stock of $20,000, by E. R. Clare, C. E. Willis and D. Woodhams, 17 Battery place, New York.

Capitalized at $1,000,000, the Ever Ready Swimming Belt Corp., Malverne, N. Y., recently was incorporated in Delaware by T. J. McNeary, New York, Henry E. Smolen and Roscoe C. Peck, Malverne, N. Y.

The G. M. Lux Steamship Co., New York, recently was incorporated with a capital stock of $100,000, by A. B. Camara, Oscar M. Malleeler and James J. Soludes.

The Roosevelt Steamship Co. recently was incorporated in Delaware with a capital stock of $450,000, by Kermit Roosevelt, Oyster Bay, N. Y., Russell Goldman and Max Zallels.

Capitalized at $10,000, the West Indian Navigation Co., New York, recently was incorporated by A. L. and C. Ferguson, and L. F. Smidt, 11 Broadway, New York.

The General Welding & Engineering Corp. recently was incorporated in Delaware with a capital stock of $100,000, by Wray C. Arnold, F. W. Fry and Frank A. Cabeen, Jr., Philadelphia.

The capital stock of the Torchweld Equipment Co., Chicago, recently was increased from $100,000 to $150,000.

The Anchor Coal & Transit Line, boats, Pittsburgh, recently was incorporated in Delaware with a capital stock of $50,000, by F. H. Locke, George E. Bauersmith and J. H. Scott.

The Mitchell Ship & Salvage Corp. recently was incorporated at Wilmington, Del., with a capital stock of $4,000,000, to raise sunken ships, etc., by T. L. Croteau, M. A. Bruce and S. E. Dill.

Capitalized at $5000, the Diamond Steamship Laundry, Brooklyn, N. Y., recently was incorporated by J. E. and R. E. Stothard and M. Kaplan, 471 Eighth street, Brooklyn, N. Y.

The Oceanic Marine Supply Co., New York, recently was incorporated with a capital stock of $100,000, by W. J. Baker, F. L. Savage and H. B. Walker, 320 West Eighty-sixth street, New York.

The Great Gulf Steamship Corp., New York, recently was incorporated with a capital stock of $1,000,000, by A. W. Britton, S. B. Howard and Robert K. Thistle.

The Globe Ship Repair & Marine Supply Co. of New York, recently was incorporated with a capital stock of $200,000, by C. A. Cole, Hackensack, N. J., R. A. Van Voorhis, Jersey City, N. J., and William E. Schiels, Jr., Brooklyn, N. Y.

Capitalized at $5000, the Shreve Welding & Mfg. Co., Chattanooga, Tenn., recently was organized by H. McLean and a number of associates.

Plans have been announced by George S. Sproul, director of wharves, docks and ferries, Philadelphia, for a $500,000 municipal pier, to be erected at the foot of Chestnut street, Philadelphia. It will be a double deck steel and concrete structure, 80 x 550 feet. The first deck will be equipped with accommodations for river steamboats. The second deck will be used as offices for the department.

Charles H. Leppert, builder of motors and dynamos, Hartford, Conn., has awarded a contract for the erection of a plant building, 2-stories, 40 x 60 feet.

The Dobson Raft & Lifeboat Corp., Boston, recently was incorporated to build rafts and lifeboats, with a capital stock of $200,000, by Robert A. Dobson, James R. Glassford and E. W. Flint.

The Radio Corp. of America, Woolworth building, New York, has completed plans for the erection of a wireless station at Tuckerton, N. J., to be built at an estimated cost of $400,000, including equipment. The J. G. White Corp., 43 Exchange place, New York, is engineer in charge.

The Perth Amboy Dry Dock Co., Perth Amboy, N. J., will soon start the installation of a 10,000-ton drydock at its plant at the foot of Broad street. It will be 462 feet long and 117 feet wide, electrically operated with a capacity for vessels 500 feet in length. Additional buildings to provide for extra equipment necessary for the repair and construction of vessels will include a 1-story shop, 70 x 108 feet, for boiler, plate and angle work; a concrete and steel machine shop, 70 x 100 feet; and a forge shop, 70 x 90 feet. The plant is expected to give employment to 1500 men.

Seiler & La Cerff, Newark, N. J., operating a welding works at 346 Central avenue, Newark, are reported contemplating enlargements to their plant.

The Disappearing Propeller Boat Corp., Robinson street, North Tonawanda, N. Y., is arranging for the installation of machinery at its new plant. Neil Wilson is manager

The Savannah Coal & Dock Co., Savannah, Ga., recently organized, has acquired the former shipyard of the Foundation Co., New York, at Savannah, and has perfected plans for erecting a coal loading and handling plant, to be built at an estimated cost of $200,000, including hoisting, conveying and other machinery. It will have a capacity of 75,000 tons of coal a month, and will be augmented by a larger plant during the coming year, with a daily capacity of about 10,000 tons of coal. G. I. Taggart, of the Taggart Coal Co., is interested in the new enterprise.

The Duval Corp., Savannah, Ga., recently incorporated with a capital stock of $400,000, has acquired about 65 acres on the waterfront at Jacksonville, Fla., on which it is reported planning to establish a shipbuilding plant. In addition to general ship construction and repairs, it is proposed to erect a branch works for car building and repairs. M. A. O'Bryne, Eli Nees and P. H. Haslam head the company.

The Chickasaw Shipbuilding & Car Co., Mobile, Ala., is reported planning to install machinery and equipment at its new pressed steel car works, now in course of construction, to allow for an initial capacity of about 20 complete cars a day. The plant will be built at an estimated cost of $500,000.

The Marine Iron Works, 1012 Magazine street, New Orleans, has plans under way for erecting a 1-story machine and forge shop, 75 x 115 feet, to be built at an estimated cost of $75,000. A department for boiler work will be installed.

The plant of the De Forest Radio Co., 1415

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Recent Business Changes in the Marine Trade

L. R. Fedler has been appointed district manager for the Keller Pneumatic Tool Co., in the Milwaukee district, with offices at 915 Majestic building, Milwaukee. For the past 12 years, Mr. Fedler has been associated with the sales organization of the Chicago Pneumatic Tool Co., in the Milwaukee territory.

* * *

The Metal & Thermit Corp., New York, has opened a branch office at 141 Milk street, Boston. The New England district manager is Robert L. Browne.

* * *

Julius P. Meyer, representative of the Hamburg-American line, announces the removal of his office from 44 Beaver street to 39 Broadway, New York.

* * *

Geritsen, Curtis & Co. recently were incorporated to establish a vessel service between Seattle and Portland on the west coast and New Zealand and Australia. The announcement is made by the H. R. James Co., Seattle, which gives January as the sailing date of two of the company's boats.

* * *

O'Connor, Harrison & Co., 59 Pearl street, New York, have discontinued their New York office and its business there will be handled through the Ansorge Export Co. The company's main branch at San Francisco will be maintained. Max Kurka, formerly Philippine department manager, has rejoined the company at San Francisco.

* * *

Announcement is made that the firm of A. F. Mitchell & Son, Chicago, has been succeeded by the Mitchell Co. Its main plant is at the foot of Orleans avenue, Chicago. Robert Kinkaid, formerly in charge of the welding department of the Lincoln Electric Co., Cleveland, has joined the engineering force of the new company.

* * *

The Chicago offices of the Tacony Steel Co., Philadelphia, have been removed from the Marquette building to a new location at 427 Reaper block. A. H. Ackerman has been appointed district sales manager in charge of the Chicago branch.

* * *

The Great Lakes Forging Co., now is operating the forging business of the Cochren Corp., in new quarters at 119th st., and Racine avenue, Chicago. It is operated as a separate branch of the Larco Wrench & Mfg. Corp., by which it was purchased. Communications regarding the company's wrench business should be addressed to the Larco company, its officials advise.

* * *

Fairbanks, Morse & Co., Chicago, have purchased the entire business, consisting of stocks on hand, good will and liabilities of the Luster Machine Shop & Railway Equipment Co., 917 Arch street, Philadelphia. The Fairbanks, Morse company has opened a branch at the above address with W. D. Dunn in charge. The entire personnel of the Luster company has been retained by the new management.

* * *

The Air Reduction Sales Co., 120 Broadway, New York, has just completed construction of a 4-story addition to its apparatus plant in Jersey City, N. J., to provide for increased production of air welding and cutting torches. The new building, which is of reinforced concrete construction, is designed to obtain exceptional natural lighting facilities.

* * *

The Bath Iron Works, Ltd., Bath, Me., shipbuilder and engineer, announces the opening of a New York office at 17 Battery place, in charge of Walter A. Murtaugh.

Sedgwick avenue, New York, recently was damaged by fire. The loss was estimated at $500,000.

The United States shipping board has disposed of the former shipyard at Mobile, Ala., operated by Fred T. Ley & Co., 19 West Forty-fourth street, New York, to H. A. Stone & Co., Philadelphia, on that company's recent bid of $181,000.

The Cunard Steamship Co., 21 State street, New York, is having plans prepared for its proposed new piers, warehouses and freight terminal at Weehawken, N. J. The installation will include electric traveling cranes, freight conveying and handling machinery, hoisting and loading apparatus, as well as an electric power plant for general operation. The project is estimated to cost about $30,000,000 complete.

The new wooden shipyard of the Anchor Shipbuilding Co. at Washburn, Wis., was placed in operation Dec. 1, on a contract for a vessel with 200-foot keel and 50-foot beam, designed for use as a ferry on the Hudson river at New York. The present plant consists of one way, but three additional slips are being dredged and will be completed during the winter. The Anchor company has contracts on its books and in prospect to keep four ways busy during the 1921 season. It will build wooden ships only for the present. The organization was projected originally in the fall of 1918 but did not begin plant construction until early in 1920. It is a $500,000 corporation organized under the laws of Wisconsin. Robert Curr is general manager.

With the completion of a government contract for 13 steel vessels, delivery of which has been made, the Fabricated Ship Corp., Milwaukee, is going out of existence. Work of dismantling the plant on the Menomonee canal is now under way. The company was organized in June 1918 by members of the Coddington and Newton Engineering companies, Milwaukee, which jointly were awarded contracts for building 13 mine layers for the coast artillery.

The International Shipbuilding Co., Pascagoula, Miss., is reported planning to enlarge its plant.

The Colonna Marine Railway Co., Berkley, Va., plans to erect a machine shop, 2-stories, 60 x 175 feet, to be built at an estimated cost of $50,000.

Capitalized at $500,000, the Forged Steel Specialties Co., Montreal, Que., recently was incorporated to manufacture marine, foundry and mining supplies, by Arnold Wainwright, F. W. Hackett and Joseph J. Harold.

Oscar Daniels, Tampa, Fla., plans to rebuild his shipyard which was recently damaged by fire.

The Commercial Forge Co., Warren, Pa., which was recently incorporated, plans to engage in active business about Jan. 1. It is erecting a plant which is about 50 per cent complete and besides doing a regular commercial work, plans are being made for developing trade in the marine hardware, oil well supply and railroad fields.

New Trade Publications

CRANES—An attractive catalog has been issued by the Milwaukee Electric Crane & Mfg. Co., Milwaukee, which describes and illustrates the various cranes built by the company, such as steel mill cranes, wall cranes, bucket trolleys, monorail hoists, etc. The safety of design and durability of construction are emphasized. The booklet contains views of installations at various plants and gives a partial list of purchasers of the cranes.

POWER TRANSMISSION MACHINERY—A catalog has been issued by the A. & F. Brown Co., New York, illustrating and describing its complete line of power transmission equipment which includes steel shaftings: compression, flange, keyless compression, and flexible pin couplings; all manner of pulleys: hangers; adjustable metallic wick oil hangers and floor stands; pillow blocks; wall frames and brackets; belt tighteners; etc.

OXYACETYLENE TORCH—An attractively illustrated booklet has been issued by the Air Reduction Sales Co., New York, entitled "Cutting Cast Iron with the Oxyacetylene Torch." The booklet is a reprint of a paper on the subject prepared by A. S. Kinsey, professor of shop practice, Stevens Institute of Technology, for the recent meeting of the American Foundrymen's association. It thoroughly covers the subject of cutting cast iron by the oxyacetylene flame, tells how the cut is made and gives the necessary pressures of oxygen and acetylene for varying thicknesses of metal.

METALS—The Metal & Thermit Corp., New York, has issued an interesting, illustrated booklet on the production of thermit carbon free metals and alloys. Its chapters are devoted to the explanation of the metallurgical efficiency of the thermit reaction on various important metals.

THERMIT WELDING—The Metal & Thermit Corp., New York, has issued the third edition to its pamphlet on thermit mill and foundry practice, which explains and illustrates the application of the thermit process to several classes of repairs to be found in steel plants, rolling mills, and foundries, such as the repair of broken rolls and pinion necks, crankshafts, shears, spindles, connecting rods and crossheads for blowing engines, locomotive frames, and the welding of teeth in large pinions to replace teeth broken out. It is pointed out that while the thermit process is a fusion process the metal is added in bulk.

TACKLE BLOCKS—Blocks both of steel and wood are interestingly treated in a booklet just issued by the Marine Decking & Supply Co., Philadelphia. The book is more than a mere catalog; it treats interestingly of all kinds of tackle blocks and their uses. It contains, also, much practical information for users of such tackle.

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